

**From:** Steven Pell <[steven.c.pell@gmail.com](mailto:steven.c.pell@gmail.com)>

**Sent:** Wednesday, February 7, 2018 1:59 PM

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

**Cc:** [nwishinsky@brooklinema.gov](mailto:nwishinsky@brooklinema.gov); [bfranco@brooklinema.gov](mailto:bfranco@brooklinema.gov); [bgreene@brooklinema.gov](mailto:bgreene@brooklinema.gov); [hhamilton@brooklinema.gov](mailto:hhamilton@brooklinema.gov); [nheller@brooklinema.gov](mailto:nheller@brooklinema.gov); Diana Spiegel

**Subject:** New I-90 Mass. Pike Interchange Project

Dear Mr. Strysky,

I am writing to express, in the strongest possible terms, my opposition to an I-90 project proposal that would allow an additional 15,000 to 20,000 cars per day across a new Malvern Street Bridge into North Brookline via Babcock, Pleasant and St. Paul Streets. SPELL-1

These streets are already traffic-choked at rush hours. Additional cars would only add to the congestion, contribute more pollutants into the air, and represent an increased safety hazard for our one thousand young children who walk to and from school and the many older resident pedestrians of our community.

Please reconsider this part of the I-90 project that would do serious harm to North Brookline.

Respectfully,

Steven Pell  
116 Pleasant Street, Unit 1  
Brookline, MA 02446

**From:** tj rego <[tr00421@gmail.com](mailto:tr00421@gmail.com)>  
**Sent:** Wednesday, February 7, 2018 4:51 PM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [comments@walkboston.org](mailto:comments@walkboston.org)  
**Subject:** I-90 Pike Project

Thomas Rego  
1116 Commonwealth Ave apt 1A, Allston 02134.

Hello,

I wanted to take the time to voice my support for the I-90 redevelopment project and WalkBoston's positions on the throat and transpiration as an Allston resident. Transit should be a priority everywhere in Boston but in Allston and the surrounding area it is ESSENTIAL. Skyrocketing living costs in the city have forced people to find residence further and further away from the main working centers in Boston. Many of these areas have woefully inadequate transportation options forcing people to take their car and exacerbating the already horrifying traffic congestion nightmare that is the daily commute. Please don't kick this can down the road as it has been done so many times before and fully fund the proposed transportation options so that we can build today what will be a better Boston for all of us tomorrow.

TR-1

**From:** Willett, Walter C. <[wwillett@hsph.harvard.edu](mailto:wwillett@hsph.harvard.edu)>

**Sent:** Wednesday, February 7, 2018 7:34 PM

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

**Cc:** [projects@livablestreets.info](mailto:projects@livablestreets.info)

**Subject:** Re Allston I-90 Interchange project

To: Alexander Strysky

As a resident of Cambridge for over 50 years, I would like to indicate my strong support for development of the Allston I-90 Interchange project in a manner that promotes convenient public transit, safe bicycle and pedestrian transportation, and recreational space with maximal access to the Charles River. Specifically, this MUST include building of West Station from the beginning of this project. As you are well aware, public transit has been neglected for decades in the Boston area, and we are now suffering from massive congestion, inefficiency and pollution as a result. Putting off the construction of West Station would add to these problem and foster misguided development of this area. Building West Station connected with a network of well-designed bicycle cycle tracks and sidewalks will help create a world class state of the future, which is what we owe to the next generation of MA residents. WWIL-1

Sincerely,

Walter Willett MD  
72 Chestnut St.  
Cambridge, MA 02139

**From:** [wfrontiero@gmail.com](mailto:wfrontiero@gmail.com) <[wfrontiero@gmail.com](mailto:wfrontiero@gmail.com)> on behalf of Wendy Frontiero  
<[wfrontiero@alum.mit.edu](mailto:wfrontiero@alum.mit.edu)>

**Sent:** Wednesday, February 7, 2018 5:00 PM

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

**Cc:** [comments@walkboston.org](mailto:comments@walkboston.org)

**Subject:** I-90 Allston project; EEA #15278

Dear Mr. Strysky,

I strongly support the efforts of the Charles River Conservancy and Walk Boston to improve the Charles River Basin by "unchoking the throat" at the I-90 Allston Interchange. The groups' analysis and proposed designs are thoughtful and elegant, and will encourage greater use of this important natural and historic resource by non-vehicular traffic. WF-1

Please incorporate this concept within your planning for the highway modifications here.

Sincerely,  
wendy frontiero

Architect and Historic Preservation Consultant

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Wendy Frontiero  
32 Abbott Street  
Beverly, Mass. 01915  
[wfrontiero@alum.mit.edu](mailto:wfrontiero@alum.mit.edu)  
617 . 290 . 8076

**From:** Abby Cox [mailto:abbycox@yahoo.com]

**Sent:** Thursday, February 08, 2018 2:58 PM

**To:** Strysky, Alexander (EEA) <Alexander.Strysky@MassMail.State.MA.US>; Cerbone, James (DOT) <James.Cerbone@dot.state.ma.us>

**Subject:** Comment on I90 Project

ABCX-1

Dear Sirs,

I would like to register my opposition to a vehicle bridge on Malvern Street that would greatly increase congestion in an already crowded area and endanger our neighborhood. As someone who lives between Commonwealth Avenue in Boston and Harvard Street in Brookline, I take advantage of both commercial areas, and I mostly do so on foot. I frequent the stores on Brighton Avenue, and have many occasions to cross Malvern Street. It is not an area I would choose to navigate in a car, as it is already overcrowded and, in my estimation, dangerous. My children walk to school down Babcock Street, and I use it as my main route to access Coolidge Corner. We already are suffering from high traffic congestion, not enough parking, and reckless driving on residential streets. The additional volume this plan proposes would overwhelm our neighborhood. I hope you will take a serious look at ways to reduce congestion and promote public transportation options that will take cars off the streets rather than bring more in.

Thank you,  
Abigail Cox  
18 Osborne Road  
Brookline, MA. 02446  
Brookline Town Meeting Member -- Precinct 8

**From:** Ajay S <[ajay99@gmail.com](mailto:ajay99@gmail.com)>  
**Sent:** Thursday, February 8, 2018 10:08 AM  
**To:** Strysky, Alexander (EEA)  
**Subject:** West Station EEA #15278

I am writing to express bewilderment that the State has chosen to postpone West Station until 2040! In an era of climate change with pollution and traffic a constant concern, why would a transit project that serves as the center of a new development be delayed?

Please build West Station ASAP. Also, I ask that you follow best practices of urban design in AJS-1  
creating pedestrian and bicycle connections throughout the Allston community, and that you enlarge the park area near the river, choosing native plants where possible.

Thank you.  
Ajay Sequeira

**From:** Alex Epstein <[alexepstein@gmail.com](mailto:alexepstein@gmail.com)>  
**Sent:** Thursday, February 8, 2018 11:02 AM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [projects@livablestreets.info](mailto:projects@livablestreets.info)  
**Subject:** Comments on I-90 Interchange Draft Environmental Impact Review

Dear Mr. Strysky,

As a Cambridge employee and a Somerville homeowner, I would like to take this opportunity to provide four comments on the Allston I-90 interchange project DEIR and its regional impacts that will affect everyone's quality of life in the inner core for the next generation.

I urge MassDOT to:

- Make transit a priority. We need West Station now, not in 22 years, as a construction mitigation measure and to ensure transit-oriented development, which does not work without transit. AE-1
- Do not build the viaduct. A surface option will save millions of dollars and maintain opportunities for multimodal connections to and from the Charles River. AE-2
- We need much better accommodations for walking and biking along the Charles River. See WalkBoston's proposal to #UnchokeTheThroat AE-3
- Design a network of safe, human-scaled streets in the proposed new neighborhood. AE-4

I appreciate your considering the above stakeholder comments.

Sincerely,  
Alex Epstein  
5 Windsor Rd  
Somerville

**From:** Andy Gluck <[gluckers@aol.com](mailto:gluckers@aol.com)>  
**Sent:** Thursday, February 8, 2018 6:56 PM  
**To:** Gluck, Kimberly  
**Cc:** Strysky, Alexander (EEA); [advocacy@thecharles.org](mailto:advocacy@thecharles.org)  
**Subject:** Re: Unchoke the throat!

I completely agree with my wife! More dollars spent on “green” infrastructure will ENCOURAGE people to be more environmentally conscious. Look at the success the Dutch have had in Amsterdam- one of the worlds greatest bicycling cities.

Sincerely,  
Andy Gluck  
19 Merton St.  
Newton, MA 02458

Sent from my iPhone

On Feb 8, 2018, at 10:55 AM, Gluck, Kimberly <[kgluck@bostontrust.com](mailto:kgluck@bostontrust.com)> wrote:

Dear Mr. Strysky,

AG-1

I am writing to add my support to either of the projects proposed by Walk Boston and the Charles River Conservancy. We desperately need more walking and riding space along that stretch of river. If we are going to become a healthier city with more folks riding bikes and walking places, we will need to have the infrastructure to support those activities. I ride my bike regularly from Newton Corner to my office here at One Beacon. That part of the path is very dangerous because walkers and riders are so jammed together and we are right next to Storow Drive. As a taxpayer, I sincerely hope that we will devote the resources to make our city more attractive and sustainable over the long run.

Thank you for considering these excellent proposals.

Sincerely,  
Kim Gluck

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**Kimberly Gluck**

*Managing Director*

Walden Asset Management

One Beacon Street, 33rd Floor | Boston, Massachusetts 02108

Phone: 617.726.7234 | Fax: 617.227.2690

Email: [kgluck@bostontrust.com](mailto:kgluck@bostontrust.com) | Web: [www.waldenassetmgmt.com](http://www.waldenassetmgmt.com)

<image001.jpg>

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**From:** Ann Hershfang <[annhershfang@gmail.com](mailto:annhershfang@gmail.com)>

**Sent:** Thursday, February 8, 2018 9:53 AM

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

**Cc:** WalkBoston; [crc@thecharles.org](mailto:crc@thecharles.org)

**Subject:** I-90 interchange comments

Ann Hershfang  
64 West Rutland Square, Boston MA 02118  
P: (617) 267-9770 [annhershfang@gmail.com](mailto:annhershfang@gmail.com)

February 8, 2018

MEPA

100 Cambridge St., Suite 900  
Boston MA 02114

Attn: Alexander Strysky

Re: I-90 reconstruction project in Allston

Dear Mr. Strysky,

Major highway projects like the elevated I-90 roadway must be built to serve all current and potential users—walkers, transit users, bicyclists—simultaneously, not decades later. MassDOT has done so in the past—the Casey Overpass being a recent example, but there are others (think Central Artery and Rose Kennedy Greenway in Boston; and lowering the elevated interstates in Fall River so as to provide access to the waterfront and civilize that city's edges; and many more). I urge you to design the I-90 project in line with this heritage. Specifically:

--Build West Station before or early in the project. It will serve users during construction and after, and simulate development in this area of Allston. AHER-1

--Provide for bus service within Allston and between Harvard Square and the Longwood area. AHER-2

--Broaden the stingy 8-foot walking and bike paths along the Charles River. This is a once-in-a-lifetime (maybe once-in-two-lifetimes) opportunity to restore the lovely esplanade taken from the people of Boston by Storrow Drive. AHER-3

I refer you to WalkBoston's design comments on these issues. WalkBoston, with the Charles River Conservancy, has offered well-conceived technical guidance, particularly on the riverfront pathway. I hope you will take them seriously. AHER-4

In my 40 years in Massachusetts government and authorities, I have had a lot of experience with large projects designed to serve all users and modes, existing and potential. When Undersecretary

of Transportation, I saw how strongly the Governor and Secretary envisioned the Central Artery depression as a one-time opportunity to boost walking, biking, green space and the waterfront. On the Masspike Board, we made sure that our projects, major and minor, improved surrounding areas. As Chairwoman for 5 years of the Oversight Council for the \$3 billion Massachusetts Accelerated Bridge Program, I was delighted that its projects always took a broad view.

Please do not waste this opportunity to do something magnificent.

Hopefully,  
Ann Hershfang

CC: US Senator Michael Capuano, Rep. Byron Rushing, Governor Charles Baker, Mayor Martin Walsh

**From:** Ann Bevan <[annbevan23@gmail.com](mailto:annbevan23@gmail.com)>

**Sent:** Thursday, February 8, 2018 7:04 PM

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

**Cc:** [advocacy@thecharles.org](mailto:advocacy@thecharles.org)

**Subject:** my family wants better riverfront parks and pathways!

I was thrilled to see the potential designs posted by WalkBoston and Charles River Conservancy to address the "throat" area of the Paul Dudley White bike path. My family uses the path frequently to both commute and enjoy the outdoors on our bikes, and the throat area is not only unpleasant being so close to the cars, it can also be dangerous because I use a handcycle which is wide and takes up more space. Passing can become treacherous when someone is coming the other way. I urge you to create a MASSDOT plan that creates a park-like shore with adequate pedestrian and bike paths.

Thank you,

Ann B Hollos

Brookline, MA

ABE-1

From: Nancy and Bob <[grilkpessek@verizon.net](mailto:grilkpessek@verizon.net)>

Sent: Thursday, February 8, 2018 6:18 PM

To: Strysky, Alexander (EEA)

Subject: EEA No. 15278 - I90 Allston

Dear Secretary Beaton,

What a wonderful opportunity to leave a positive impact on this long neglected section of Allston. This is it; there will be no other possibility to improve pedestrian, bicycle, public transit, and auto traffic in our lifetime. Be the hero! Require MassDOT to submit a Supplemental DEIR to address important issues, including:

Open West Station as soon as possible, not in 40 years. It must include frequent and reliable bus service to connect with Commonwealth Avenue. Traffic is backed up day and night. The pollution alone should be environmental reason enough for the state to take control of the problem and improve public transportation. The neighborhood is looking at more than 500 new units of housing within walking distance of West Station. We don't want to see an increase in the already ubiquitous Uber and Lyft ride sharing services blocking our streets and increasing car traffic. And, what a great opportunity to shift the rail lines from the homes that abut the railroad tracks to increase pedestrian and bicycle lanes along with added green space. BP/NG-1

These are smart planners, require them to come up with a plan that reduces automobile lanes, and increases pedestrian and bicycle lanes with separate lanes, and be sure this includes significant new green space. Make this a showpiece!

Mark Twain famously said that we aren't making new land. But with this project, we can. With cantilevering, separate bicycle and pedestrian walkways with plantings can be included to separate vulnerable users from automobile traffic on Storrow Drive. BP/NG-2

We have one chance to get this right for the neighborhood and for people who pass through, visit, study, and work here. We look to you for leadership on this issue, and look forward to celebrating a fabulous new design for our community.

Thank you,

Bob Pessek (36 1/2 year resident of Allston) and Nancy Grilk (38 1/2 year resident of Allston)  
9 High Rock Way, #1  
Allston, MA 02134  
617-562-0390



February 8, 2018

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

**RE: 1-90 Allston Interchange Draft Environmental Impact Report**

Dear Secretary Beaton,

On behalf of many hundreds of Microsoft employees and their families who live, work, and play along the Charles River and in the Allston Cambridge area, I urge you to include West Station in the first phase of the project. Further, West Station should be designed to serve as a transportation hub for commuter rail service to Back Bay and South Station; a north-south stop for bus routes from Cambridge to Longwood; a rail link for western suburbs to North Station and Logan Airport along the existing Grand Junction Railroad with Grand Junction bicycle and pedestrian traffic access.

BBM-1  
BBM-2

Including West Station in the first phase and designing it to be a vibrant transportation Hub would be a smart investment in sustainable growth. Such transformative opportunities only come along once in a lifetime.

We would also like to urge you to reconsider the impact of the unnecessarily expansive "Viaduct proposal" that MassDOT is recommending. Other options would have far less environmental impact and provide opportunities for pedestrian and bicycle connections along and across the Charles River.

BBM-3

Thank you very much for considering our concerns about this critical project,

Sincerely,

**Brian E. Burke**  
Corporate External and Legal Affairs  
Microsoft Corporation  
One Memorial Drive  
Cambridge, MA 02142

Brian Conway

175 Chestnut St. Cambridge, MA 02139 | [conwaydesign@comcast.net](mailto:conwaydesign@comcast.net)

2.7.18

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

Dear Secretary Beaton

I am writing in support of the January 24, 2018 submittal made by Henrietta Davis, community representative to the I-90 Task Force, in response to the DEIR for I-90. I support the following key Requests for Action or Further Study that she described:

- West Station – implement as a key part of an overall transit solution for first phase of I-90. BC-1
- Transit and Multi-Modal Planning – implement now, not in 2040. BC-2
- Grand Junction Rail Bridge over Soldiers Field Road – reconstruct as part of I-90 Project. BC-3
- Right-Turn-Only Exit to River Street from Soldiers Field Road – retain a narrow one-lane exit ramp, designed with improved pedestrian/bicycle path. BC-4
- Underpass under River Street Bridge for Pedestrians, Joggers, and Cyclists – support as part of future River Street Bridge reconstruction project. BC-5
- Cambridge Access to/from the Turnpike – study expected travel times and develop acceptable traffic management plans. BC-6
- Noise – develop effective noise barriers and other features to reduce existing harmful noise impacts from Turnpike on Cambridgeport, Riverside and Magazine Beach Park. BC-7
- “Throat,” – develop new, comprehensive alternative that reduces current noise levels, is visually attractive from Cambridge, and has positive impact on Paul Dudley White Path. BC-8
- Width of Turnpike – reconstruct to be as narrow as possible; do not build wider travel lanes and wide shoulders that do not exist in any other parts of the Turnpike between Route 128 and the Prudential Tunnel. BC-9
- Parkland and Paul Dudley White Path – design the riverfront to enhance this world-class environmental resource, increasingly used for both commuting and recreation. BC-10

- Construction Mitigation and Project Compensation – develop detailed action plan to mitigate impacts from years of aggravation and disruption, reduce construction noise, and effectively manage expected heavier traffic on Memorial Drive, Western Avenue, Massachusetts Avenue, the many bridges over the Charles River, and Cambridgeport and Riverside neighborhood streets. BC-11
- Pathways on Cambridge side of Charles River – improve to accommodate increased use while Paul Dudley White Path is closed during construction. BC-12

Sincerely,

Brian Conway  
175 Chestnut St. Cambridge, MA 02139

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





# TOWN of BROOKLINE

## *Massachusetts*

### SELECT BOARD

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February 8, 2018

Alex Strysky  
MEPA Office  
Executive Office of Energy and Environmental Affairs  
100 Cambridge Street, 9th Floor  
Boston, MA 02114

Re: EEA No. 15278

Dear Mr. Strysky:

The Brookline Select Board has reviewed and discussed the findings of the Draft Environmental Impact Report (DEIR) for the I-90 Interchange project in Allston. The Board has also reviewed the letters sent to you by the Brookline Transportation Board, dated February 5, 2018 and the Brookline Preservation Commission, dated January 30, 2018. At a public meeting held on February 6, 2018, the Brookline Select Board unanimously voted to provide the following comments in response to the DEIR:

- The Select Board recognizes the economic, environmental, and transportation related importance of the I-90 project to the Massachusetts Department of Transportation, the City of Boston, the City of Cambridge, the Town of Brookline, Harvard University, Boston University, the Longwood Medical Area and other public and private agencies to the north and south of the site. In this spirit the Board supports the project as a whole and requests that any decisions related to the project be made in a manner that will work for all residents of Cambridge, Allston and North Brookline and will not pit the interests of one neighborhood against another.
- The Select Board concurs with and supports the comments provided by the Transportation Board to MEPA regarding the DEIR for the I-90 Interchange project, in particular the Transportation Board's request for this project to be a true Transit Oriented Development with a north/south pedestrian, bicycle, and transit only connection via a Malvern Street bridge and the inclusion of the West Station as part of Phase 1.

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FEB 12 2018  
MEPA

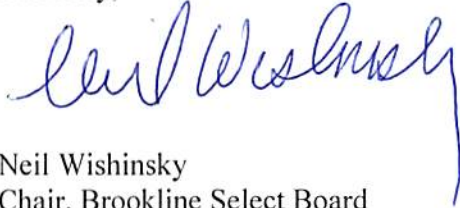
- The Select Board concurs with the concerns expressed by the Brookline Preservation Commission, the Brookline Transportation Board, and many community members that if the Malvern Street bridge allowed access for general use traffic, estimated by MassDOT to be 15,000 to 20,000 or more vehicles per day, it would do irreparable harm to our residential neighborhoods and the historic districts and individual historic landmarks in North Brookline immediately south of the site location. The local residential street network on the south side of I-90 cannot handle the projected traffic volumes and their devastating impact will jeopardize the public safety and environmental well-being of the residents of North Brookline. We strongly recommend that MEPA prohibit general vehicle access to the south of the site. However if MassDOT is allowed to pursue this option beyond the DEIR filing, then we strongly urge that they be required to develop a new proposal that solves the traffic distribution issue without creating any additional negative traffic related impacts to residential streets as they exist today.
- The Select Board requests that, as conditions of the MEPA permit, the project proponent must further study the proposed bus routes and their impact on the adjacent street network south of the site and that the Malvern Street Bridge:

BBOS-3

- Be required as part of Phase I of the project;
- Be open to pedestrians, cyclists, and transit only;
- That 'transit' be defined as scheduled service routes open to members of the public and provided by the MBTA;
- That allowance of non-MBTA bus shuttles operated by the Longwood Medical Area, Harvard University, Boston University, or other public and private institutions not be precluded, but further study of their impact should be required before they are included as 'transit' and should be required to use the same routes to be used by MBTA services, not residential streets;
- That as the proposed 'transit' uses are further defined, the process and its resulting proposals be subject to comment by stakeholders and the general public;
- Be constructed in a manner to discourage even accidental use by private vehicles, Transportation Network Companies, Liveries, and Taxicabs using elements in addition to signage such as hardscape design, pavement markings, retractable hydraulic bollards as used in Europe, retractable gates as used by the MBTA Silver Line, and/or camera enforcement for violators as previously used by MassDOT on the I-90 Turnpike; and
- That any attempts to modify the conditions specified above require notification and concurrence of MassDOT, the City of Boston and the Town of Brookline.

The Select Board appreciates the opportunity to comment on the DEIR for the I-90 Interchange project.

Sincerely,



Neil Wishinsky  
Chair, Brookline Select Board

Cc: Mel Kleckner, Town Administrator - Town of Brookline  
Joshua Safer, Chair - Brookline Transportation Board  
David King, Chair - Brookline Preservation Commission  
Andrew M. Pappastergion, Commissioner - Brookline Department of Public Works  
Alison Steinfeld, Director - Brookline Planning & Community Development  
The Honorable Cynthia Stone Creem, Massachusetts State Senator  
The Honorable Michael J. Moran, Massachusetts State Representative  
The Honorable Frank Israel Smizik, Massachusetts State Representative  
The Honorable Jeffrey Sanchez, Massachusetts State Representative  
The Honorable Edward F. Coppinger, Massachusetts State Representative  
James Cerbone, MassDOT Highway Division

**Boston Water and  
Sewer Commission**



980 Harrison Avenue  
Boston, MA 02119-2540  
617-989-7000

February 8, 2018

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

Re: Draft Environmental Impact Report  
I-90 Allston Interchange Project

Dear Secretary Beaton:

The Boston Water and Sewer Commission (the "Commission" or "BWSC") has reviewed the Draft Environmental Impact Report (DEIR) for the proposed I-90 Allston Interchange Project. The I-90 Allston Interchange Project area includes the area encompassed by the former Beacon Park Yards (BPY) and bounded by Wadsworth and Ashford Streets to the south, the Boston University bridge and Soldiers Field Road to the east, and Cambridge Street to the north and west.

Within these boundaries the Project area includes Interstate 90 (I-90), I-90 interchanges 16, 17 and 18, a major local arterial (Cambridge Street) and its intersections, and inactive railroad facilities in BPY. I-90 within the Project area is partially at-grade, partially carried on embankment sections, and partially traverses a viaduct. The Project area also includes Soldiers Field Road.

Most of the land within the Project area is presently owned by Harvard University, with the existing I-90 interchange operated by MassDOT located within easements. Existing land use within the Project area consists of highway and street roadways surrounded by undeveloped open space, largely portions of the former rail yard.

Components of the Project include:

- Removal of four existing toll plazas to be replaced with an All Electronic Tolling system.
- Reconstruction of the I-90 Viaduct to modern interstate highway design standards and relocations of a portion of Soldiers Field Road.
- Reconfiguration of the existing interchange to modern interstate highway design standards.
- Development of a new commuter rail station (West Station) within the BPY. The I-90 Interchange Project will include street connections to accommodate West Station.
- MassDOT intends to expand commuter rail layover capacity to the west of South Station, and the preferred location is BPY.



- Redesign of Cambridge Street in accordance with MassDOT and City of Boston Complete Streets design guidelines.
- Bicycle and pedestrian connections and accommodations.
- Construction of a pedestrian bridge that crosses I-90 to the west of the Cambridge Street overpass.

Located within and adjacent to the Project area are numerous Commission owned sewers and storm drains of varying sizes, including some on Cambridge Street, and in an easement that runs parallel to the former CSX railroad tracks just north of Wadsworth Street. The MWRA's 58-by 63-inch Charles River Valley Sewer system also transects the Project area.

Water demand and sewage generation estimates for the Project were adjusted in the DEIR. The amount of water required for the Project has been reduced since the Project no longer includes a car wash, pit track, or wheel truing facility as part of the rail yard. It is estimated that the rail yard will consume approximately 10,800 gallons per day (gpd) in the 2025 Opening Year, and approximately 5,600 gpd in the 2040, Design Year. Water consumption would be driven primarily by water resupply to train coaches during layover for lavatories and to support air conditioners, and by water consumption in the crew quarters. The rail yard is expected to consume more water in the 2025 Opening Year than the 2040 Design Year because the rail yard would have storage space for up to 16 train sets in the 2025 Opening Year versus the eight train sets in the 2040 Design Year. Wastewater generated by the Project is estimated at an average of 660 gpd of wastewater in both the 2025 Opening Year and 2040 Design Year.

The Commission submitted comments regarding the ENF for this Project in a letter dated November 21, 2014. A copy of that letter is attached for reference. Many of the Commission's comments regarding the ENF are addressed in the DEIR; others will be discussed and addressed during site plan review.

The Commission has the following additional comments regarding the proposed Project:

1. It is not clear from the DEIR where and to what extent MassDOT proposes to discharge stormwater runoff from the Project to Commission owned drainage networks and outfalls. It is also not clear where and how many new storm drain networks and outfalls will be constructed or reconstructed as part of this, and University of Harvard planned projects, and which entity (MassDOT, Commission, DCR and Harvard) will own those facilities. This information must be provided to the Commission and shown clearly on the site plans submitted to the Commission for the Project. WSC-1
2. This Project, together with development plans by Harvard University for north and south of Cambridge Street, present major changes to the sewer and drainage infrastructure within this area. MassDOT and/or Harvard University will be required to develop a calibrated sewer and drain model that will allow a detailed analysis of the impacts the projects will have on the sewer and drain systems at full build-out and at each project phase as they are proposed. SC-2





3. The Commission will require that all storm drainage from the I-90 Interchange Project and the MBTA Rail Operations be directed to MassDOT owned networks and outfalls to the extent feasible. Where discharges to the Commission's drainage network and outfall(s) are proposed, the Proponent must provide analyses demonstrating the infeasibility of directing those discharges to MassDOT networks and outfalls. BWSC-3
4. Plans to build facilities and structures that lie or cross over Commission owned water, sewer and drain facilities are subject to the review and approval by the Commission. Locations where proposed structures lie or cross over Commission facilities should be clearly identified on the site plans. The Project must be designed so that access, including vehicular access, to the Commission's water, sewer and drain lines for the purpose of operation and maintenance is not inhibited. BWSC-4
5. In Chapter 1 pg. 13 it is stated: *"For all Project elements, the stormwater management system will be designed to meet Mass DEP Stormwater Management Standards for both management and quality of stormwater discharges."* The Proponent is advised that the Commission's requirements for stormwater management are more stringent than Mass DEP. Under its Requirements for Site Plans the Commission requires all construction and reconstruction projects in the City of Boston to infiltrate stormwater on site to the extent feasible. A volume of runoff equal to one inch of rainfall times the total impervious area on the site must be infiltrated prior to discharge to a Commission owned storm drain. The Commission will not accept drainage from drainage networks that do not meet these requirements. The requirement applies to proposed networks including any that may be transferred to Commission ownership in the future. For any proposed discharge to the Commission's drainage system the Proponent must fully investigate methods for retaining and infiltrating stormwater on-site. Infiltration feasibility assessments must be submitted with the site plans for the Project and the site plans must show where and how stormwater runoff from impervious surfaces will be infiltrated. BWSC-5
6. Within the Throat Area the Commission owns a 5-foot by 7-foot drainage conduit and outfall identified as 23G132. The conduit lies just west of the BU Bridge and runs in a northerly direction from the western side of 857 Commonwealth Avenue, running underneath the I-90 Highway, then under SFR to the Charles River where it discharges. There is no reference to this conduit in the Viaduct Concepts or the Throat Area Variations illustrations, and potential impacts to this conduit from the Project are not discussed. This conduit should be shown clearly in the site plans for the Project, and the Proponent must provide the Commission with plans for preventing adverse impacts to the outfall resulting from the I-90 Interchange Project. BWSC-6
7. Prior to and following construction of the Project the Commission will require the Proponent to perform a video inspection of the interior of the Salt Creek (24G035) culvert where it crosses within the Project limits. In Chapter 4 pg. 44 there is reference to a video inspection of the Salt Creek culvert that was presumably performed by Harvard University. The Commission requests a copy of that video which may suffice for the required pre-construction video. BWSC-7
8. In Chapter 5 pg. 91 it is stated that stormwater from the rail yard and proposed station will be directed off-site via the Commission's existing Salt Creek storm drain system 24G035, which



runs under the existing tracks and discharges to the Charles River. As stated in Chapter 5 pg. 97, the rail yard is considered to be a land use with higher potential pollutant loads. Therefore, BMPS treating rail yard runoff must be designed to treat and infiltrate a minimum of 1-inch water quality volume. BWSC-8

9. In Chapter 5 pg. 92 it is stated: *“Under a separate project, Harvard University will construct a new stormwater outfall to the Charles River across from the North Connector intersection with SFR. This outfall will service the portion of the watershed that previously tied into the MassDOT drainage system discharging at the three 42-inch pipe outlets; the new outfall will be installed prior to the interchange construction. Runoff from the proposed North Connector will tie into this new outfall. The new outfall will redirect runoff from approximately 45 acres of watershed area away from the MassDOT system and into the Harvard-owned system.”* Based on current discussions between the Commission and Harvard University, it is anticipated that following construction the new Harvard University network and outfall, ownership will be transferred to the Commission. As such, discharges to the drainage network and outfall, including those from MassDOT facilities, are subject to the Commission’s requirements as described in Comment 5 above. BWSC-9

10. The existing storm drain infrastructure on Cambridge Street will be inadequate to accommodate future development in this area. In Chapter 5 pg. 92, the Proponent commits to reconstructing Cambridge Street, including installation of new drainage infrastructure adequate to serve future development. Whereas Cambridge Street is a city owned street and ownership of the drainage infrastructure is expected to come under the ownership of the Commission, the design of the new drainage structures must comply with the Commission’s Requirements for Site Plans, including those pertaining to stormwater discharges from new and redevelopment projects. BWSC-10

11. The Commission stated in its ENF comment letter that the design of this Project must comply with the City of Boston’s Complete Streets Initiative, which requires incorporation of “green infrastructure” into street designs. The Proponent’s commitment to reconstructing Cambridge Street in accordance with the City’s Green Streets Initiative is stated in Chapter 1, pg. 7. Any other streets constructed or reconstructed as part of this or future developments at this location will be subject to the City’s Complete Streets requirements. BWSC-11

12. In Chapter 5 pg. 94 it is stated: *“Under all Three Throat Area Variations, the existing MassDOT connections to the Salt Creek Culvert will be removed. Stormwater runoff from the Throat Area Variations, currently connected to Salt Creek, will be treated, if possible, and directed to a new outfall to the Charles River. The new stormwater management infrastructure associated with the Throat Area Variations will be owned and maintained by MassDOT, DCR and the MBTA.”* From this statement it is unclear whether this new outfall is the same new MassDOT outfall described in Chapter 5 pg. 91 (under the “MassDOT Jurisdiction: I-90 Interchange and Viaduct” section) or that it is a different proposed outfall to the Charles River. If another new outfall is being proposed for this Project its design, location and designation of ownership must be included in the site plans for the Project. BWSC-12



13. In Chapter 5 pg. 99 it is stated: *"The Project will create new sanitary pipes internal to the railroad yard that will collect discharges from the crew quarters and West Station. The Preferred Alternative will also provide points along the layover train tracks where sanitary discharges will be pumped from the train lavatory tanks into the sewer."* This statement conflicts with a statement made further on in that section which reads: *"Consistent with MBTA standard maintenance practices for daytime layover, wastewater from train lavatories would be pumped from train coaches into transport trucks and would not be disposed of at the rail yard through the BWSC connection."* Clarification as to how wastewater from train lavatories will be managed must be provided to the Commission. If the train lavatory wastewater is to be pumped into the Commission's sewer system then its estimated flow must be included in the sewage generation estimate for the Project, and site plans must include the location of the proposed discharge and information regarding the method of pumping. WSC-13
14. The site plans submitted to the Commission for this Project should include the locations and plans for all proposed new and relocated DCR drainage infrastructure, including outfalls along SFR. BWSC-14

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.  
Chief Engineer and Operations Officer

JPS/as

cc: Patricia Leavenworth, P.E. Chief Engineer, MassDOT  
Maura Zlody, Boston Env. Department  
Phil Larocque, BWSC



**Boston Water and  
Sewer Commission**



980 Harrison Avenue  
Boston, MA 02119-2540  
617-989-7000

November 21, 2014

Secretary Maeve Vallely Bartlett  
Executive Office of Energy and Environmental Affairs  
Attn: MEPA Office  
Holly Johnson, EEA No. 15278  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: Environmental Notification Form  
I-90 Allston Interchange Project

Dear Secretary Vallely Bartlett:

The Boston Water and Sewer Commission ("BWSC", the "Commission") has reviewed the Environmental Notification Form (ENF) for the proposed I-90 Allston Interchange Project. The I-90 Allston Interchange Project area includes the area encompassed by the former Beacon Park Yards (BPY) and bounded by Ashford Street to the south, the Commonwealth Avenue bridge and Soldiers Field Road to the east, and Cambridge Street to the north and west. The project limit to the west on I-90 includes the Lincoln Street pedestrian bridge over I-90.

Within these boundaries the project area includes Interstate 90 (I-90), I-90 interchanges 16, 17 and 18, a major local arterial (Cambridge Street) and its intersections, and active and inactive railroad facilities in BPY. I-90 within the project area is partially at-grade, partially carried on embankment sections, and partially traverses a viaduct. The project area also includes Soldiers Field Road, and the adjacent Paul Dudley White Path.

Most of the land within the project area is presently owned by Harvard University, with the existing I-90 interchange and railroad facilities operated by CSX Corporation and MassDOT located within easements. Existing land use within the project area consists of highway and street roadways, the Paul Dudley White Path, and railroad transportation elements surrounded by undeveloped open space, largely portions of a former rail yard.

Components of the project include:

- Removal of four existing toll plazas to be replaced with an All Electronic Tolling system.
- Reconstruction of the I-90 Viaduct to modern interstate highway design standards and relocations of a portion of Soldiers Field Road.
- Reconfiguration of the existing interchange to modern interstate highway design standards.

- MassDOT is beginning to design a new commuter rail station (West Station) within the BPY. The I-90 Interchange Project will include street connections to accommodate West Station.
- MassDOT intends to expand commuter rail layover capacity to the west of South Station, and the preferred location is BPY.
- MassDOT also intends to include certain operational support functions at BPY, including a covered pit track, a wheel truing facility, a train car wash, a power substation, and crew quarters.
- Redesign of Cambridge Street in accordance with MassDOT and City of Boston Complete Streets design guidelines.
- Bicycle and pedestrian connections and accommodations.
- Construction of a pedestrian bridge that crosses I-90 to the west of the Cambridge Street overpass.

Located within the project area are numerous Commission owned sewers and storm drains of varying sizes, including some on Cambridge Street, and in an easement that runs parallel to the CSX railroad tracks just north of Wadsworth Street. The MWRA's 58 X 63 inch Charles River Valley Sewer system also transects the project area.

The Commission has the following comments regarding the proposed project:

#### **General**

1. The proponent must submit to the Commission detailed plans for the proposed I-90 Allston Interchange and the West Station Layover Yard projects. The plans must show all existing and proposed public and private water mains, sanitary sewers and storm drains on the project site and on adjacent roads and easements. The plans must show the locations of all existing and proposed service connections. To assure compliance with the Commission's requirements, the proponent should submit the plans to the Commission for review when the design for the project is at 50 percent complete.
2. The project is expected to include a train car wash facility, commuter/pedestrian uses at West Station, and quarters for the crews; however, no estimates for domestic water demand are provided in the ENF. Estimates for sanitary wastewater and industrial wastewater are included in the ENF. With the project plans the proponent will be required to provide detailed estimates for water demand, wastewater generation and stormwater runoff for project.
3. It is the proponent's responsibility to evaluate the capacity of the water and sewer systems serving the project to determine if the systems are adequate to meet future project demands. With project plans the proponent must include a detailed capacity analysis for the water, sewer and drainage systems serving the project, as well as an analysis of the impact the project will have on the Commission's systems and the MWRA's sewer system overall.
4. Any new or relocated water mains, sewers and storm drains required for this project must be designed and constructed at the proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans.

5. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The proponent is responsible for obtaining the permit. A copy of the Notice of Intent and the pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.
6. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection. In order to achieve the reductions in phosphorus loadings required by the TMDL, phosphorus concentrations in stormwater discharges to the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers of projects in the lower Charles River watershed to infiltrate all stormwater discharging from impervious areas. The Proponent will be required to submit with the site plan a phosphorus reduction plan for the proposed project.
7. The design of the project must comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes green spaces, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>

#### **Sewage/Drainage**

8. The proponent is responsible for ensuring that the proposed project does not negatively impact the Commission's water, sewer and storm drain facilities. Prior to commencing the project, the proponent must submit to the Commission detailed plans indicating the location of the water, sewer and drain facilities relative to the proposed construction and related staging areas. The plans must also identify specific measures that will be implemented to prevent damage or obstruction of the water, sewer and drain facilities during construction.
9. All Commission owned water pipes, sewers and drains, as well as related manholes must be accessible to the Commission during construction. The project must be designed so that access, including vehicular access, to the Commission's facilities for the purpose of operation and maintenance is not inhibited after construction is complete. The proponent will be required to establish a written plan and agreement with the BWSC in this regard.
10. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities, are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is required. The Commission supports the

DEP/MWRA policy, and will require the proponent to develop a consistent inflow reduction plan. The 4:1 reduction should be addressed at least 90 days prior to activation of water service, and will be based on the estimated sewage generation provided on the project site plan.

11. The site plan must show in detail how drainage from the project site will be conveyed and managed. Stormwater runoff must be conveyed separately from sanitary waste at all times. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
12. The proponent must fully investigate methods for retaining and infiltrating stormwater on-site. The feasibility assessment must be submitted with the site plan for the project and the site plans must show where and how stormwater runoff from impervious surfaces will be infiltrated.
13. The Commission expects that Green Infrastructure and stormwater Best Management Practices will be incorporated into the project design. Design plans for GI/BMP facilities included in the project must be included with the site plans for the project.
14. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed project will be required to meet MassDEP's Stormwater Management Standards to the extent they apply.
15. In conjunction with the project plans the proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
  - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
  - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
  - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
16. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. The discharge of any dewatering drainage to the Commission's storm drainage system will require a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products for example, the proponent will be required to obtain a Remediation General Permit from Environmental Protection Agency (EPA) for the discharge.
17. The Commission requests that the proponent install a permanent casting stating: "Don't Dump: Drains to Charles River next to any new catch basin installed as part of the project."

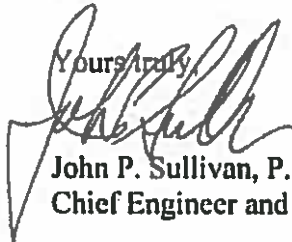
The proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.

18. The Commission encourages the proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

**Water**

19. The proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the project. The water used from the hydrant must be metered. The proponent should contact the Commission's Metering Department for information on obtaining a Hydrant Permit.
20. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the proponent should contact the Commission's Meter Installation Department.

Thank you for the opportunity to comment on this project.

Yours truly,  


John P. Sullivan, P.E.  
Chief Engineer and Operations Officer

JPS/as

cc: James J. Cerbone, MassDOT  
Maura Zlody, Boston Env. Department  
Phil Larocque, BWSC

**From:** Carol Lee Rawn <[clrawn@gmail.com](mailto:clrawn@gmail.com)>  
**Sent:** Wednesday, February 7, 2018 8:16 PM  
**To:** Strysky, Alexander (EEA)  
**Subject:** Comments on Allston I-90 Interchange Project

I am writing with regard to the Allston I-90 Interchange Project, which presents an unprecedented opportunity to *improve active transportation opportunities and transit* in the area. As a daily bike commuter along the Charles River, I see firsthand the increasing congestion resulting from the growing numbers of cyclists, walkers and joggers along the bikepath, especially the narrow area from the BU bridge to Western Ave. This is creating a *serious safety hazard* for all involved, and I *endorse WalkBoston's proposal in this regard*. In addition, every effort should be made to *optimize multimodal connections to the river - which would require a surface option rather than a viaduct*. Finally, it is critical to build *West Station as soon as possible*, providing a critical transit link. CLR-1  
CLR-2  
CLR-3

Thank you.

Carol Lee Rawn  
59 Larchwood Dr.  
Cambridge MA

**From:** Carol O'Hare [mailto:cbo1066@gmail.com]

**Sent:** Thursday, February 08, 2018 8:34 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; jay.livingstone@mahouse.gov; Cambridge City Council <Council@CambridgeMA.GOV>

**Subject:** Response to Mass Pike/I-90 DEIR, from Cambridgeport residents O'Hare & McDonald

Dear Secretary Beaton:

We are writing about MassDOT's DEIR concerning the proposed Mass I-90/Turnpike reconstruction project. We believe that there are major deficiencies in the Report and that consequently MassDOT must undertake further action and/or further study.

We have lived for decades in Cambridgeport, two blocks from Memorial Drive and Magazine Beach Park. From here, we hear Turnpike traffic, especially trucks and motorcycles. In addition, there has been an acceleration of noise and congestion from rush-hour traffic on Memorial Drive, especially at the BU Bridge rotary. You'll understand why we are upset by the fact that MassDOT's DEIR has given very little, if any, attention to the during- and post-construction impact of this project on Cambridge, particularly the Cambridgeport and Riverside neighborhoods.

**We support the overall thrust and detailed requests for action and further study in Henrietta Davis's Jan. 24 letter and Response to the DEIR. We will emphasize the recommendations of particular interest to us.**

**Access To/From Soldiers Field Road:** We strongly support the compromise solution of retaining a 1-lane, CO/WM-1 westbound, vehicular exit from Soldiers Field Road onto the River St. Bridge and directly into Cambridge. MassDOT's current plan to reroute exiting vehicular traffic through multiple Allston traffic lights and merge it with exiting Turnpike traffic before routing it back over the bridge to Cambridge is a bad joke. That plan would increase pollution, likely infuriate people who must drive→stop→drive→stop... through such a mare's nest and cause them to use alternative routes, which MassDOT has not even studied. We are definitely worried that, without this direct exit off SF Road, more westbound traffic will use the Mass Ave. Bridge, Memorial Drive and neighborhood streets.

There is definitely enough room for one lane of traffic and an expanded pedestrian and bicycle pathway, which could, when necessary, be used by Emergency vehicles. The 1-lane solution works as a compromise for pedestrians, bikers and drivers.

The removal of the River Street exit ramp is not an essential, integral part of the I-90 roadway plan. If, after the I-90 Project is complete, this exit ramp is definitely found to be unnecessary, it can be removed then.

## **Noise**

**Construction-Period Noise Mitigation:** This needs to be planned now, with commitments to use best efforts to reduce noise impacts and limit nighttime and weekend noise. CO/WM-2

**Post-Construction Noise from Roadway and Rail Use:** Of special interest to Cambridgeport and Riverside residents and those trying to enjoy Magazine Beach is MassDOT's deafening silence on reducing noise in its design. CO/WM-3

MassDOT retrofits noise barriers for their existing roadways. MassDOT's I-90 Project plans include "noise walls" in Allston.

Noise walls and barriers and other mitigation of noise transmission should also be included to reduce noise impacts at Magazine Beach and in Cambridgeport and Riverside residential neighborhoods. Refer to MassDOT's brochures and information about their Noise Abatement Program, including retrofitting noise barriers for their existing roadways.<sup>[1]</sup> CO/WM-4

**The "Throat":** The plans for this acknowledged difficult stretch of roadway require an alternative that reduces noise below current unacceptably loud and intrusive levels and is visually attractive from Cambridge, and has positive impact on Paul Dudley White Path.

Just as there's no need for a breakdown lanes on other stretches of the Pike, there's no need for one in this narrow stretch. For safety and noise-reduction, lower speed limits should be imposed at the Throat and beyond into Boston.

**West Station:** This is a pivotal moment in transit planning, in which not just current problems, but also future problems in transit should be anticipated and not foreclosed by short-term renovations. This is not just a road repair problem; it is THE opportunity for planning to avoid a disaster across the river and in Cambridge. Ms. Davis's letter calls for transit planning for the entire area of Allston and Cambridge that will be affected.

Building West Station at the front-end of this project is the essential part of any future plans for the area. It would be antithetical to sound planning and short-sighted to postpone the rail station until after development and consequent traffic overwhelms the area. The transit disaster in the Seaport District should be an object lesson per James Aloisi, a former State Secretary of Transportation.<sup>[2]</sup> CO/WM-5

Now that Harvard has offered significant funding, silent B.U. and other entities that will benefit significantly must be prodded to do the same. Building West Station at the front-end of this project is the essential part of any future plans for the area. It would be antithetical to sound planning and short-sighted to postpone the rail station until well after development and consequent traffic overwhelms the area.

**Width of Turnpike:** Reconstruct the Pike to be as narrow as possible. In this already seriously constricted area, it makes no sense to build wider travel lanes and wide shoulders that do not exist in any other parts of the Turnpike between Route 128 and the Prudential Tunnel. CO/WM-6

**Construction Mitigation and Project Compensation:** There needs to be a detailed action plan to mitigate impacts from years of aggravation and disruption, reduce construction noise, and effectively manage expected heavier traffic on Memorial Drive, Western Avenue, Massachusetts Avenue, the many bridges over the Charles River, and Cambridgeport and Riverside neighborhood streets. CO/WM-7

Thank you and your staff for your time and consideration.

Sincerely,

Carol O'Hare and Walter McDonald  
172 Magazine St.  
Cambridge, MA 02139  
(617) 354-1397

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Virus-free. [www.avg.com](http://www.avg.com)

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[1]

<https://www.massdot.state.ma.us/Portals/8/docs/environmental/noisebarrier2012/NoiseBarrierBrochure2013.pdf>;

<http://www.massdot.state.ma.us/highway/Departments/EnvironmentalServices/FormsPublicationsDocuments/TypeIandTypeIINoiseBarrier.aspx>;

[http://www.massdot.state.ma.us/Portals/8/docs/environmental/noisebarrier2012/KeyMapType2\\_121312.pdf](http://www.massdot.state.ma.us/Portals/8/docs/environmental/noisebarrier2012/KeyMapType2_121312.pdf)

[2] <https://commonwealthmagazine.org/economy/we-must-learn-from-seaport-district-failures/>

RECEIVED

FEB 08 2018

Executive Office of Energy  
& Environmental Affairs



main: 617 • 674 • 5100 fax: 617 • 674 • 5101

Massachusetts Biotechnology Council  
300 Technology Square, Eighth Floor  
Cambridge, MA 02139

February 5, 2018

The Honorable Matthew Beaton  
Secretary  
Executive Office of Energy and Environmental Affairs  
EFA No. 15278  
100 Cambridge Street, 9<sup>th</sup> Floor  
Boston, MA 02114

RE: I-90 Allston Interchange Draft Environmental Impact Report

Dear Secretary Beaton:

On behalf of the Massachusetts Biotechnology Council (MassBio), 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. MassBio-1

MassBio represents more than 1000-member organizations, including companies, teaching hospitals, and academic institutions, the majority of which are directly engaged in research, development, and manufacturing of innovative products that improve the lives of people around the world. The Commonwealth's vibrant biomedical research and development community, by most accounts, ranks first in the world for medical discovery and innovation.

West Station was envisioned as a transportation hub with commuter rail service to Back Bay and South Station, as a north-south stop for bus routes from Cambridge to Longwood, and as a potential rail link for western suburbs to North Station and Logan Airport along the existing Grand Junction Railroad. For the life sciences industry, where employment has increased by 28% in the past 10 years, having a public transportation options that would better allow workers living in all regions to easily get to their jobs would allow for more sustainable employment growth.

In the last three decades, Kendall Square has been transformed from a former industrial district to one of the world's leading centers for bio-technology, information technology, research and innovation. With the last bit of undeveloped properties being developed in Cambridge, connecting Kendall Square to areas where life science companies can expand is crucial and could spur further development in both locations, as well as throughout the entire Commonwealth.

West Station has the potential to do just that. Serving as an innovation hub providing connectivity from Allston to Kendall Square and North Station, West Station would create a more cohesive transportation network by creating another set of connections at or close to the Red Line and Green Line intersections. These new connections would help to reduce significant traffic problems that exist in the area today and would benefit not just the Cities of Boston and Cambridge, but the entire region.

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

Sincerely,

Robert K. Coughlin  
President & CEO

**From:** David Lund [mailto:david978@gmail.com]  
**Sent:** Thursday, February 08, 2018 9:34 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;  
jay.livingstone@mahouse.gov  
**Subject:** I-90 DEIR comments

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

Dear Secretary Beaton,

I live in Cambridgeport very near Magazine Beach Park and the throat area of the I-90 project across the river. In our neighborhood we are concerned with noise, aesthetics, pedestrian/cyclist access, and public transportation.

My preference for the throat area is the ABC plan that puts everything at ground level and eliminates any viaduct. A highway should not be elevated when it is possible to put it on the ground, plain and simple. DLND-1

To complement this, I endorse Walk Boston's idea for a pedestrian/cyclist boardwalk over the water in the throat area. This plan leaves more space for the roadways and would be an exciting pathway for cyclists and pedestrians. DLND-2

Finally, please consider building West Station now, not in 2040. We should be thinking of this not just as a highway project, but as a unique moment in urban design that we want to get right! DLND-3

Thank you,  
David Lund  
15 Rockingham St.  
Cambridge, MA 02139

**From:** Diana Spiegel [mailto:dianaspiegel@gmail.com]  
**Sent:** Thursday, February 08, 2018 4:29 PM  
**To:** Strysky, Alexander (EEA) <Alexander.Strysky@MassMail.State.MA.US>; Cerbone, James (DOT) <James.Cerbone@dot.state.ma.us>  
**Subject:** N Brookline Petition re Malvern St vehicular bridge over Mass Pike

Secretary of Energy and Environmental Affairs  
Executive Office of Energy & Environmental Affairs  
Attn: Alex Strysky, MEPA Office  
CC: James Cerbone, MassDOT Highway Div, Environmental Services Section

Dear Mr. Strysky,

There is much to like about the I-90 project in general - the necessary repairs and rehab of the viaduct, improved pedestrian and bike access to the river and the potential for improved public transit being just a few. However, attached to this email (in two attachments) is a petition containing the signatures of 106 local North Brookline residents. I am sending this petition on behalf of the North Brookline Neighborhood Association which consists geographically of Brookline Precincts 2, 8, and 9, over 2/3 of whose 45 elected Town Meeting Members signed the petition (the NBNA includes the area roughly between Winchester St., Beacon St., St Paul St. and the Boston line). The first attachment contains hand-signed petitions, mostly signed at a neighborhood meeting on January 25. The second attachment contains signatures obtained via email.

PETITION-1

The signers are opposed to the potential north-south roadway connection via Malvern St. (described in Chapter 5 of the DEIR on pages 44-46) that includes a north-south bridge across the Pike which, in the General Traffic Option, would allow all sorts of vehicles to travel across the Pike. They are opposed to this option primarily because of the very negative impact additional vehicles would have on the fragile North Brookline residential streets and neighborhoods directly south of Commonwealth Ave, combined with strong concern that a bridge built for buses would ultimately carry all kinds of vehicles.

Pages 44-46 of Chapter 5 describes a potential General Traffic Option. This statement on page 44 is very concerning to our neighborhood: "On a daily basis, it is estimated that approximately 15,000 to 20,000 vehicles per day would use this connection". The chart on page 45 shows a 48% Peak Hour Traffic increase on Babcock St. and a 90% increase on Pleasant St. And a map on page 46 "Commonwealth Avenue Connection Traffic Benefits vs Impacts Summary" makes this increased traffic flow very graphic (and is the only map we have seen that shows areas south of Commonwealth Ave., i.e. in Brookline).

This statement on page 44 of Chapter 5 is of particular concern, since it indicates how fluid the planning process is and how much the situation could change in the future: "Infrastructure constructed as part of this Project will not preclude this future connection should others wish to pursue this as a separate project." It is clear there are still many moving parts to this project, with interest groups in Allston and Cambridge weighing in.

There remains deep skepticism in our neighborhood that a constructing a vehicle bridge over the Pike leading to Malvern St., ostensibly for buses, could be kept free of cars and other private

vehicles which would, as described above, certainly congest North Brookline streets. Neighborhood concerns have included the following:

- 1) There is likely to be significant pressure from local institutions and commercial interests to allow private vehicles of all kinds to exit/enter the Pike to/from the South and to drive between Harvard Square and the LMA.
- 2) The terms "transit" and "buses" are not defined as "public" transit, an omission which could open the door to numerous private vans and shuttles moving through the neighborhood.
- 3) There are no safeguards or processes described that would prevent a general traffic option.
- 4) And, unlike Allston and Cambridge, the list of Task Force Members shows that Brookline does not have (nor to our knowledge has it ever had) an official member of the task force who would regularly monitor the ongoing process to protect Brookline's interests.

Given that skepticism, local residents are very concerned about the adverse impacts of increased traffic on our residential neighborhoods. Since traffic flows to avoid congestion it would not only increase on Babcock and Pleasant but surely also on St Paul, Naples, and other local streets. These streets through our residential neighborhood are already over burdened by traffic and would be choked by that volume. Many people walk across streets in our "walkable neighborhoods" including elderly who have chosen to age in place, walking to shop in Coolidge Corner or to the Coolidge Corner Library (the most heavily used branch library in the state) and children, 1000 of whom will attend the new Devotion School (the largest K8 school in the state) and many of whom walk or bike to/from school unaccompanied by an adult. Many people also commute by bike.

Our petition opposes a bridge over the Pike that would bring more vehicles driving through North Brookline neighborhoods.

Sincerely,  
Diana Spiegel  
39 Stetson St  
Brookline, MA 02446  
Elected Town Meeting Member, Precinct 2, since 1994  
Member of North Brookline Neighborhood Association (NBNA) Steering Committee

CC: James Cerbone, MassDOT Highway Divisio

PETITION TO MASS OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS  
(Re: Draft Environmental Impact Report for the Allston I-90 Interchange)

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 sending cars onto Babcock, Pleasant and St. Pauls Streets on their way to the Longwood Medical Area and other points south. This volume of new traffic threatens to overwhelm North Brookline's neighborhoods.

\* We who sign below are opposed to this proposal:

Name	Address	Email
Gary Baker	127 Fuller St TMM 8	cb010n@verizon.net
Don Weitzman	104 Babcock St #4 (TMM 8)	greendcw@gmail.com
Linda Olsen Pehlke	46 Browne St #2 (TMM 2)	lindaolsenpehlke@gmail.com
David Trevett	177 Babcock St #1	detrevett@gmail.com
S.C. Pell	116 Pleasant St. - Unit #1	steven.e.pell@gmail.com
LEN ROSEN	199 Babcock St	kenael.rosen@comcast.net
Linda Rosen	199 Babcock St.	lindarosen@comcast.net
Jeremy Hutner	55 Naples Rd, Brookline	
JOHN EINHORN	41 OSBOENE RD	ci:Eizenjoka0244@aol.com
Lee Gledanhaus	105 Babcock St	leeg@flex.com
Dan + Fren Givethan	81 Hornum Shuld Rd	dqivdbev@gmail.com
Sonia Timbentake	13 Craig Place	seniat@gmail.com
Lisa Liss	74 Parkman St	junk13@live.com
JUDY MASON	46 BROWNE ST	JUDYEMASON@AOL.COM
Annita Breskaw	61 Pleasant St	nitab02446@aol.com

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We who sign below are opposed to this proposal:

Name	Address	Email
Jennifer England	116 Pleasant St Apt 3, Brookline 02446	jenant@gmail.com
Dirk England	116 Pleasant St Apt 3, Brookline 02446	jenant@gmail.com
Jill Winitzer	19 Copley St Brookline 02446	jawinitzer@gmail.com
Linda Focci	135 Freeman St #1 Brookline 02446	Focci68@hotmail.com
dea Mannion	83A Pleasant St Brookline	1mannion33@gmail.com
VICTORIA MOSKOWITZ	105 BABCOCK ST, BROOKLINE 02446	vicky@tlex.com
Dan + Fran Givelle	81 GORONIA ST, Brookline	dgivelle@gmail.com
Joshua Siler	173 Naples road, Brookline 02446	silerjoshua@gmail.com
Gina Crandell	117 Selman St	ginamcrandell@gmail.com
David Rochnik	"	rochnik@bu.edu
Frank Epstein	186 Pleasant St	Frank.Epstein.42@gmail.com
THOMAS BEDDALL	128 Pleasant Street Brookline 02446	t.beddall@verizon.net
Ta Tai	145 Naples Rd Brookline 02446	taivanta@yahoo.com



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We who sign below are opposed to this proposal:

Name	Address	Email
David Jack	63 Pleasant St / Brookline	dauidcjack@gmail.com
John W Strange	50 Pleasant Street	
Philip Durbin	74 Parkman St. Brookline	philipdurbin@yahoo.com
P. Rachel Cross	50 Pleasant St #2H	loonwolf2@gmail.com
Shai Inbar	23 Manchester Rd	sinbar42@gmail.com
Lucy Mack	23 Osborne Rd.	bennettmack@msn.com
Rhoda Goodwin	47 Manchester Rd, Brookline	rsgoodwin@rcn.com
Yolanda Rodriguez	22 Osborne Rd, Brookline	(sorry don't have one)
Beth Kates	105 Centre Street	BethKates@comcast.net
Marilyn Novich	19 Stetson St	marilynnovich@gmail.com
Cynthia Birone	44 Birone St #4 Brookline	Cynthia.birone@gmail.com
Cathy Kaplan	95 Babcock St Brookline	ckaplan@kaplanconstructs.com
Ken Kaplan	95 BABCOCK ST "	KenKaplan1162@GMAIL.COM
Robert Weinberg	25 Copley St.	weinberg@wimmit.edu
Amy Shulman Weinberg	2 Copley St.	ajrweinberg@gmail.com



- Belmont road  
- 2 miles

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We who sign below are opposed to this proposal:

Name	Address	Email
Barbara J. Sherman	12 ADAMS ST. BROOKLINE	barbarafsherman@gmail.com
John Sherman	" "	johnsherman3@mac.com
CYNTHIA BARON	23 MANCHESTER RD - BROOKLINE	C.BARON@NORTHEASTERN.EDU
George Abbott Wittman	143 Winchester St. " 02446	Wh122er65@gmail.com
Judith A. Vanderkay	16 Columbia St. " 02446	jvanderkay@gmail.com
David Marc Goldstein	22 Osborne Rd " 02446	dmgoldstein9@gmail.com
Robert M. Miller	19 Copley St. Brookline 02446	bmiller@ismarketing.com
James Batchelor	29 Manchester Rd. 02446	jpb2@rcn.com

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We who sign below are opposed to this proposal:

Name	Address	Email
Diana Spiegel	39 Stetson St, Brookline	dianaspiegel@gmail.com
Rita McNally	230 ST. PAUL ST., Brookline 02446	
Eran Giveller	81 Crowninshield Rd Brookline 02446	fgiveller@hotmail.com
Dan Giveller	"	dgiveller@gmail.com
John Shreffler	60 Browne St #6	johnshreffler.com
Brittany Eitz (ESY)	50 Napier Road, Brookline, MA 02446	brittanysyzy@gmail.com
Clara Batchelor	29 Manchester Rd Brookline MA 02446	clarabatchelor@yahoo.com
Tish McIlwraith	28 Manchester Rd 02446	amcilmwraith@hotmail.com
STACY GREENSPAN	28 Manchester Rd 02446	tishfish@earthlink.net
Yukiko Egozy	34 Manchester Rd 02446	STACYGREENSPAN@comcast.net
ERAN EGOZY	34 Manchester Rd 02446	yukueno@gmail.com
		eran@egozy.org

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**We who sign below are opposed to this proposal:**

Name \_\_\_\_\_

Name Elizabeth Olds

Andrew Coole

Ben. Little



Alia Ranz

Markus Lenn

## Address

Address  
1310 Pleasant St. #5

136 Pleasant St. #1

136 Pleasant St. #4

136 P | Pasant St. Apt B

136 Pleasant St Apt. 6

1368 Pleasant Street

Email

Email eolds@bostonballet.org

Andrew.Coble@gmail.com

footjerman@gmail.com

barrbuda@yahoo

amrawji@gmail.com

lee.markus@gmail.com

PETITION TO MASS OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS (additional signatures received via email)  
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Name		Address	Email	TMM
1	Abigail Cox	18 Osborne Rd	<a href="mailto:abbycox@yahoo.com">abbycox@yahoo.com</a>	8

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Name	Address	Email	TMM
1 Stanley Spiegel	39 Stetson St	<a href="mailto:sdspiegel@att.net">sdspiegel@att.net</a>	2
2 Linda Okun	20 Stearns Rd #5	<a href="mailto:Okun.linda@gmail.com">Okun.linda@gmail.com</a>	
3 Henry Okun	20 Stearns Rd #5	<a href="mailto:Henryokun@hotmail.com">Henryokun@hotmail.com</a>	
4 Marcy Pell	116 Pleasant St Unit #1	<a href="mailto:marcypell@gmail.com">marcypell@gmail.com</a>	
5 Pam Katz	29 Columbia St #2	<a href="mailto:pamstevekatz@gmail.com">pamstevekatz@gmail.com</a>	9
6 Steve Katz	29 Columbia St #2	<a href="mailto:katz@fr.com">katz@fr.com</a>	
7 Jane Piercy	8 Still St #7	<a href="mailto:jpiercy@mac.com">jpiercy@mac.com</a>	
8 Hadassah Margolis	24 Stedman St	<a href="mailto:hadassah.margolis@gmail.com">hadassah.margolis@gmail.com</a>	8
9 Michael Goldstein	24 Stedman St	<a href="mailto:michaelsethgoldstein@gmail.com">michaelsethgoldstein@gmail.com</a>	
10 Lisamarie Sears	145 Babcock St #4	<a href="mailto:sears.l@gmail.com">sears.l@gmail.com</a>	8
11 Seth Michaelson	145 Babcock St #4		
12 David Sontag	116 Pleasant St #2	<a href="mailto:dsontag@csail.mit.edu">dsontag@csail.mit.edu</a>	
13 Violeta Rayon Estrada	116 Pleasant St. #2	<a href="mailto:violeraison@gmail.com">violeraison@gmail.com</a>	
14 Martin Rosenthal, Esq	62 Columbia St	<a href="mailto:martyros@world.std.com">martyros@world.std.com</a>	9
15 Joyce Jozwicki	183 Winchester St	<a href="mailto:joycejozwicki@gmail.com">joycejozwicki@gmail.com</a>	9
16 Barr Jozwicki	183 Winchester St	<a href="mailto:barrjozwicki@gmail.com">barrjozwicki@gmail.com</a>	9
17 Alexander J. Silver	118 Pleasant St #3	<a href="mailto:alexander.silver@yahoo.com">alexander.silver@yahoo.com</a>	
18 Hui Ma	118 Pleasant St #3	<a href="mailto:mywaymary@hotmail.com">mywaymary@hotmail.com</a>	
19 Barbara Scotto	26 Crowninshield Rd	<a href="mailto:bscotto@gmail.com">bscotto@gmail.com</a>	8
20 Harriet Rosenstein	53 Centre St	<a href="mailto:harrietrosenstein@rcn.com">harrietrosenstein@rcn.com</a>	9
21 Charles Swartz	69 Centre St	<a href="mailto:chswartz@rcn.com">chswartz@rcn.com</a>	9
22 Bruce Wolff	50 Pleasant St	<a href="mailto:balobo@comcast.net">balobo@comcast.net</a>	2
23 Pamela Roberts	47 Crowninshield Rd	<a href="mailto:pamelala58@yahoo.com">pamelala58@yahoo.com</a>	
24 Scott McInturff	47 Crowninshield Rd		
25 Peg Senturia	98 Crowninshield Rd	<a href="mailto:pegsenturia@gmail.com">pegsenturia@gmail.com</a>	

26 Steve	Senturia	98	Crowninshield Rd		
27 Liza	Brooks	36	Russell St	<a href="mailto:lizabrooks@aol.com">lizabrooks@aol.com</a>	9
28 Keith	Grove	29	Green Street Unit #1	<a href="mailto:grovek@gmail.com">grovek@gmail.com</a>	
29 Jill	Winitzer	19	Copley St	<a href="mailto:jill@winitzerdesign.com">jill@winitzerdesign.com</a>	
30 Tamara	Hurioglu	66	Parkman Street #3	<a href="mailto:tamara_hurioglu@yahoo.com">tamara_hurioglu@yahoo.com</a>	
31 Aban	Makarechian	4	Copley St	<a href="mailto:aban.makarechian@gmail.com">aban.makarechian@gmail.com</a>	
32 Joan	Hardy	48	Dwight St #6	<a href="mailto:rose464@hotmail.com">rose464@hotmail.com</a>	
33 Judith	Antonelli	29	Green St #2	<a href="mailto:scorpio1952@earthlink.net">scorpio1952@earthlink.net</a>	
34 Shel	Miller	82	Naples Rd	<a href="mailto:shel@shelmiller.com">shel@shelmiller.com</a>	
35 Susan	Roberts	69	Green St	<a href="mailto:roberts.susan.m@gmail.com">roberts.susan.m@gmail.com</a>	2
36 Carolyn	Da Cunha	25	Green St #2	<a href="mailto:dacunha.c@husky.neu.edu">dacunha.c@husky.neu.edu</a>	
37 Andrea	Roberts	122	Naples Rd	<a href="mailto:alroberts@rcn.com">alroberts@rcn.com</a>	
38 Barry	Bergman	116	Pleasant St Unit B	<a href="mailto:barrysbergman@yahoo.com">barrysbergman@yahoo.com</a>	
39 Susan	Bergman	116	Pleasant St Unit B	<a href="mailto:susanbbergman@gmail.com">susanbbergman@gmail.com</a>	
40 Charlotte	Mao	35	Crowninshield Rd	<a href="mailto:cmao64@gmail.com">cmao64@gmail.com</a>	
41 Lauren	Bernard	20	John St #1	<a href="mailto:laurensarabernard@gmail.com">laurensarabernard@gmail.com</a>	8
42 Kate	Poverman	39	Adams St	<a href="mailto:kpoverman@comcast.net">kpoverman@comcast.net</a>	8
43 Alisa	Plazonja	152	Naples Rd	<a href="mailto:alisa.plazonja@gmail.com">alisa.plazonja@gmail.com</a>	