

From: Nina Olf <ninaolff@gmail.com>

Sent: Thursday, February 8, 2018 12:02 PM

To: Louise Johnson

Cc: Strysky, Alexander (EEA); Eric Johnson; Wayne M Langley; Kevin Murray; Sarah Freeman; JHA Advocate; Jill Havens; Tim Dean; Sally Dean; Norah Dooley; Nancy Alach; Nancy Kohn

Subject: Re: EEA 15278 Allston I-90

Thanks, Louise.

Sharing with others.

Nina

On Thu, Feb 8, 2018 at 11:10 AM, Louise Johnson <lsj2020@gmail.com> wrote:

Hello, I am a lifelong Brookline and Boston resident and I would like to express my complete support of the "all at grade" proposal for the Allston/Brighton I 90 interchange project.

I know that Friday is the last day of the official comments period and that you are the point person to direct our comments to.

I listened to NPR the other night which had a short program on this project and was appalled at the lack of progressive planning that the Commonwealth has shown in redesigning this much needed project.

It sounded to me like the Commonwealth is stuck in the days of Robert Moses and the "build more highways" model. Many cities have been able to put together new and innovative plans for their roads and riverfronts that are multi model and look towards a future of less cars on the roadways. If you build it they will come, so if you build for cars that will be what you get. MORE and MORE of them.

Please check out cities like Portland OR and Chicago for some innovative ideas.

And in case you have not heard: the project changes that were proposed on the NPR program come in at a cheaper price than what you are proposing.

Really, shame on the Commonwealth and Charlie Baker: It's easy to support the Paris accords and other far away climate change initiatives. How about DOING something here in Boston to make a difference.

I also, want to see better public transportation take a front seat in this project, not the back seat proposal that I have heard when attending public meetings on this issue.

I am forwarding this email to friends and hope that they too write in to tell you to stop your process of recreating the same old tired wheel and put together a project that we can be proud of and brings health to our city.

Forward this email to whomever you think will be interested.

Louise Johnson

[20 Malcolm](#) R

JP, Ma 02130

[617 721 7711](#)

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Nina Lydia Olf, M.Ed

Education & The Arts

100 Chestnut Street

Brookline MA, 02445

617.731.3545

From: [Marc Hoffman](#)
To: [Strysky, Alexander \(EEA\)](#)
Cc: jay.livingstone@mahouse.gov; joseph.boncore@masenate.gov
Subject: I-90 Allston Interchange Project Environmental Assessment
Date: Thursday, February 08, 2018 11:33:03 PM

8 February 2018

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

Dear Secretary Beaton:

As an over 42 year resident of Cambridgeport, I write in support of Henrietta Davis' January 24 letter to you about the I-90 Allston Interchange Project Environmental Assessment. I attended 3 community meetings and heard presentations at various stages of the work of your Department's Assessment.

I regularly bike along the Charles River on both sides. I have often thought that Allston-Cambridgeport gets short changed from park amenities so abundant in the Back Bay section of the river/park. Redoing the I-90 Allston Interchange provides a once in 100 year opportunity to improve the quality of life in so many respects for the residents of the Allston-Cambridge neighborhoods and all people who travel and recreate via the parkway paths between Boston and points west. It's a shame not to maximize extending park lands by smarter transportation design. We are not going to get another chance once the Interchange is rebuilt.

So all the points in Ms Davis' letter are good ones. I would also go further. Let's hide and buffer the highways so pedestrians who live in the area can also play along the incredible resource of the Charles River Park. Consider the park along the River in Back Bay and Brighton to Newton/Watertown. Those could be connected by the right choice of I-90 interchange and Soldiers Field Road redesign making land adjacent to the river green again. Let's have a green "Throat" not a choke point for non vehicle users of the area.

The economic development benefits of an expanded Charles River Park would spread through all the adjacent neighborhoods--increasing property values, encouraging mixed use development and benefiting the whole state. You know the trends. More and more people are trying to commute via bikes. A better park would be reinforcing and encouraging to the adjacent neighborhoods to utilize environmentally friendly commuting reducing the fossil impact for the benefit of all.

But we need the state to be bold in its transportation planning and prioritize the needs of the people living in these impacted areas.

I hope you will redirect your study to more fully weigh the values and benefits from more and better parkland along the Charles River in play with the rebuilding of the I-90 Allston Interchange as well as address all the points in Ms Davis' letter.

MGH-1

Respectfully yours,

Marc G Hoffman
482 Putnam Ave
Cambridgeport, MA 02139

From: marilyn668@aol.com <marilyn668@aol.com>

Sent: Thursday, February 8, 2018 1:52 PM

To: Strysky, Alexander (EEA)

Subject: Comment on I-90/Mass Pike Project

Dear Alexander Strysky,

As a long-time resident of Boston's Mission Hill, I am writing to advocate for mass transit, bike paths, and walking paths as priorities for the I-90/Mass Pike project in Allston. As automobiles continue to clog existing roadways, many residents key on other means of transportation for work and leisure. MML-1

In Allston, residents have relied for years on the less-than-satisfactory #66 bus route between Harvard Square and Dudley Square. Despite the MBTA's best efforts, buses on this route are too often at the mercy of rush-hour traffic in congested areas of our city and Cambridge. The new development presents a great chance to give these residents other options, as well as provide an incentive for new residents to occupy the area's planned new housing and for workers in new businesses to leave their cars at home.

Cars—whether operator-driven or self-driving, whether taxis or Uber or Lyft—are not the answer to Boston's transportation needs. Other modes of transit must lead the way in further enhancing our world-class city.

This project presents an unmatched opportunity to design roadways, transit, bikeways, and walkways, which are safe, functional, and beautiful. Let's seize the day!

Sincerely,
Marilyn Miller
Boston, MA

From: Mark Lu <marklu.md@gmail.com>

Sent: Thursday, February 8, 2018 9:03 AM

To: Strysky, Alexander (EEA)

Subject: Allston i-90 interchange Personal Comment if you have a moment - thank you!

I support a review of the options provided by the Charles River Conservancy and Sasaki Associates. I use the MLU-1 river but avoid this section completely as it is a harrowing place to walk or bike. I think there is a real opportunity here to create a much more usable and valued space for the community from a scary stretch. I have always worried a car could easily strike a pedestrian or cyclist should it breach the low fence or for example if someone was knocked off a bike they would end up on Storrow - as a physician and resident of Boston neither of those scenarios has a good result. Furthermore the activation and beautification of the strip connects our green-space and allows a more usable and welcoming connection between downtown Boston and Allston/Brighton and Cambridge. I have spent time in New York as a tourist walking with local friends along the Hudson in Brooklyn which was entirely enlivened by storm surge parks - community lemonade from a environmental lemon.

Thanks for your consideration and time,

Mark Lu

Kenmore
Boston MA

Marklu@alum.mit.edu

Sent from my iPhone

From: mark stewart <madestew@gmail.com>

Sent: Thursday, February 8, 2018 8:28 AM

To: Strysky, Alexander (EEA)

Subject: In support of the Charles River Conservancy/Sasaki proposals

I write in support of the expanded bike and pedestrian paths along the Charles River at the Allston MKS-1 interchange.

This renovation project affords us the opportunity to increase the liveability of our city through increased use of pedestrian and bike use and increased accessibility to our river. Please do not let short-sighted plans that look only at car traffic use dissuade us from real improvements that would benefit the city's residents.

Mark Stewart
209 Allston St.,
Cambridge, MA 02139

From: Martha Stewart <martha@marthapix.com>
Sent: Thursday, February 8, 2018 8:09 AM
To: Strysky, Alexander (EEA); peoplespike@gmail.com
Subject: EEA 15278 Allston I-90

Dear Mr. Strysky,

I am in support the All At-Grade variation as the Preferred Alternative for the reconstruction of the Mass Pike in Allston. I am also in favor of building West Station *soon*.

MST2-1

MST2-2

We have to make all efforts to keep Boston attractive for city folk. Rents are sky high and we need an infrastructure that makes the high cost of city living worth it. Let's not lose everyone to the suburbs or cities greener than Boston. The Charles River is a key part of the beauty of Boston. We need to ensure the "Charles River Necklace" is beautiful, safe, encouraging to walkers/bikers. These modes of travel are our future.

Boston needs to be able to boast about its friendliness to bikers and walkers.

We need new footbridges. We need new parkland.

We need West Station.

Harvard is going to benefit greatly from their new Enterprise Campus. Boston needs to set itself up to benefit as well. Don't let the Allston area become a fiefdom of the Universities.

Boston needs its footprint in the area. Walkers need to be able to leave their footprints too.

Please take leadership in this awesome, beautiful, supremely reasonable plan. Don't let us down. This is an incredibly important project.

Sincerely,
Martha Stewart

781 249 1668

From: Matt Carty <mattyciii@gmail.com>
Sent: Thursday, February 8, 2018 2:34 PM
To: Strysky, Alexander (EEA)
Subject: Mass Pike Redesign/ EEA#15278

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

Dear Secretary Beaton,

Regarding the reconstruction of the Mass Pike in Allston. You've probably received hundreds of letters by now on this project so I'll be as succinct as possible. Please find a way to do the following, in roughly this order of priority:

1. Build "West Station" with 2 track service now, not in 22 years. MC-1
2. Rebuild the highway at grade. (I can't imagine how it's possible the viaduct option passed environmental review, all those cars going up a steep, unnecessary grade create *far* more pollution than driving on a flat plane) MC-2
3. Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking. MC-3
4. "Unchoke the throat"; more information here: <https://commonwealthmagazine.org/opinion/unchoke-the-throat/> MC-4
5. Create new North-South bus routes that cross over the highway and connect North Allston and Commonwealth Ave, and by extension Harvard Square and Longwood. MC-5
6. 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. MC-6
7. Ensure your final design is compatible with a cycling & pedestrian "Grand Junction Path": More information can be found here: <https://www.facebook.com/GrandJunctionPath/> MC-7

Sincerely,

Matt Carty
58 Summit Rd
Medford MA 02155

From: Matt Turnbull <mturnbull78@gmail.com>

Sent: Thursday, February 8, 2018 4:59 PM

To: Strysky, Alexander (EEA)

Cc: advocacy@thecharles.org

Subject: I-90 Allston, EEA #15278

Dear Mr. Strysky,

I am writing to express support for the creation of a park along the riverfront to be included in the upcoming Allston construction project. We have lived through a century of letting automobiles dominate our construction and design choices; this is a chance to continue the move away from that in Boston. A wider, greener space for running and biking would make it easier for people to choose alternative forms of commuting, increase the enjoyment of recreating citizens, and enhance Boston's reputation as a world-class running city. MT-1

Thank you for your time.

Sincerely,

Matt Turnbull
145 School St
Watertown, MA 02472

From: Max Rome [mailto:max.rome@gmail.com]
Sent: Thursday, February 08, 2018 9:35 PM
To: Strysky, Alexander (EEA) <Alexander.Strysky@MassMail.State.MA.US>
Cc: Cerbone, James (DOT) <James.Cerbone@dot.state.ma.us>
Subject: I-90 DEIR comments!

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

Dear Secretary Beaton,

In the next years Boston will be adding a new neighborhood on the bank of the Charles River. This highway realignment project unlocks over 75 acres of land which will become dense mixed use development. I am writing to express my hope that the I-90 project will pave the way for a walkable and transit-oriented community that can be a blessing to our wonderful neighborhood and to the Commonwealth.

I am writing to ask you to support the following:

- Build West Station as part of phase one. This will allow a neighborhood to grow around transit, something people will be able to count on as they build their lives working or living in this area. MXR-1
- Fully investigate the possibility of rapid transit connections along the grand-junction path. This will be a game changing intercity connection that might dramatically relieve congestion. MXR-2
- Rebuild the highway at-grade in the "throat" using the A Better City concept MXR-3
- Reduce the number of lanes in streets to create a safer more walkable environment. MXR-4
- Study how separate paths for biking and walking can be provided in the entire section of Charles River Parkland from the River Street Bridge to the BU Bridge, including the "throat", for all viaduct and at-grade options. This study should include consideration of a boardwalk (both temporarily during construction and as a permanent structure) and the use of fill, and how to mitigate impacts on the river by restoring today's degraded bank into a "living shoreline" of native vegetation. Consider how this can be done both as part of the I-90 project or in a subsequent project. MXR-5
MXR-6
- 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 heavily burdened by the air pollution, noise pollution, and vibration impacts of the highway and rail. MXR-7
MXR-8
- 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. MXR-9

In many ways this is more than a transportation project I hope that the DOT can help lay the foundation for a vibrant neighborhood and a thriving city.

Sincerely,

Max Rome

28 Raymond Street

Allston, MA

02134

From: megan foley <mfoley21@yahoo.com>

Sent: Thursday, February 8, 2018 11:29 AM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: I-90 Allston, EEA #15278

Dear Alexander,

I am a Somerville resident (34 Alpine St. 02144), work in Cambridge and often run along the river. I find that I tend to avoid the section along Storrow drive between the BU Bridge and Western Ave because it is not particularly pleasant and can sometimes feel unsafe. I worry about a car losing control and running into the path and during the week that section is loud with lots of exhaust. I fully support a plan that would make that section of an otherwise really wonderful multi-use path safer MF-1
and more enjoyable for runners, walkers and cyclists.

Regards,

Megan Foley

From: Melinda <melindal@comcast.net>
Sent: Thursday, February 8, 2018 10:30 AM
To: Strysky, Alexander (EEA)
Subject: Unchoke the Throat: Yes Please!

Dear Sec. Beaton,

I support the ideas for improving/expanding the landscaped, walking, and biking areas at the "Throat" along the Charles. Please incorporate the best of these alternatives in the final plans. MLEE-1

Sincerely,

Melinda Lee
30 Foster St.
Cambridge, MA 02138

From: Mike <mike_email@yahoo.com>
Sent: Thursday, February 8, 2018 8:23 AM
To: Strysky, Alexander (EEA)
Subject: My Mass Pike Project Comments

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.

MDZ-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.

MDZ-2

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

MDZ-6

MDZ-7

MDZ-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 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. MDZ-9 MDZ-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. MDZ-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. MDZ-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. MDZ-13
8. 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. MDZ-14
9. 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. MDZ-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. MDZ-16

Sincerely,

Michael Dziedzic

14 Portsmouth St

Brighton, MA.

From: Miguel Espada <mespada99@yahoo.com>

Sent: Thursday, February 8, 2018 9:37 AM

To: Strysky, Alexander (EEA)

Subject: West Station

Dear Alexander,

They need a West Station anytime soon people who lives, work, shop, go out to eat, school, & etc. Plus, a new bus stop as well. It post in 2020 now someone push back until 2040 that doesn't work that way. Also, it should 24/7. Thank You! MESP-1

By:

Miguel

From: Nancy O'Hara <nohara3@verizon.net>

Sent: Thursday, February 8, 2018 1:30 PM

To: Strysky, Alexander (EEA)

Subject: EEA 15278 Allston I-90

We support the the All At-Grade variation as the Preferred Alternative for the reconstruction of the Mass Pike in Allston. MO/NO-1

Mike and Nancy O'Hara

From: Molly O'Brien [mailto:mobrien@nlprod.com]
Sent: Thursday, February 08, 2018 7:52 AM
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: Public Comment on I-90 Allston Interchange Project

Feb. 8, 2018

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 regards to the planned I-90 Allston Interchange Project. I live right across the river from the project, in Cambridgeport and work in Allston, so I have walked, bike, or drive back and forth in this area every week.

I attended an information session about the project and understand it is very complicated. My primary concern is that this be approached as a transit project, not a highway construction project.

A project of this scale will have far reaching, long-term impact. We already live in a dense, congested area and the planned development in this part of Allston is on a very significant scale. To bring more vehicles into the area and not fully support other means of transit is short-sighted and harmful. Building in multi-modal transit that connects the Kendall Square/North Station area and the Longwood Medical Area is absolutely crucial. MOB-1

This project can be an expensive, car-centric fix to the Pike interchange, or it can develop a multi-modal transit hub that promotes a more sustainable transit ecosystem that enables people to move between these areas on foot, bike, bus, and possibly light rail. To postpone this until 2040 is the same as consigning it to the dust bin.

Many others have written to you with specific suggestions. In particular, Henrietta Davis, our community representative on the I-90 Task Force, submitted a letter on Jan. 24, 2018 with detailed recommendations. I fully support these and urge you to listen to those in the communities that will be most impacted to create a solution that not only fixes an aging viaduct, but creates a new multi-modal transit hub and spokes connecting key neighborhoods and employers. This is a once-in-a-lifetime opportunity and should not be missed.

Sincerely,

Molly O'Brien
103 Pleasant St.
Cambridge, MA 02139

cc:

James Cerbone, Environmental Services Section, MassDOT Highway Division

Sen. Joseph Boncore

Rep. Jay Livingstone

From: [Nina Olff](#)
To: [Louise Johnson](#)
Cc: [Strysky, Alexander \(EEA\)](#); [Eric Johnson](#); [Wayne M Langley](#); [Kevin Murray](#); [Sarah Freeman](#); [JHA Advocate](#); [Jill Havens](#); [Tim Dean](#); [Sally Dean](#); [Norah Dooley](#); [Nancy Alach](#); [Nancy Kohn](#)
Subject: Re: EEA 15278 Allston I-90
Date: Thursday, February 08, 2018 12:02:40 PM

Thanks, Louise.
Sharing with others.
Nina

On Thu, Feb 8, 2018 at 11:10 AM, Louise Johnson <lsj2020@gmail.com> wrote: NLO-1
Hello, I am a lifelong Brookline and Boston resident and I would like to express my complete support of the "all at grade" proposal for the Allston/Brighton I 90 interchange project.

I know that Friday is the last day of the official comments period and that you are the point person to direct our comments to.

I listened to NPR the other night which had a short program on this project and was appalled at the lack of progressive planning that the Commonwealth has shown in redesigning this much needed project.

It sounded to me like the Commonwealth is stuck in the days of Robert Moses and the "build more highways" model. Many cities have been able to put together new and innovative plans for their roads and riverfronts that are multi model and look towards a future of less cars on the roadways. If you build it they will come, so if you build for cars that will be what you get. MORE and MORE of them.

Please check out cities like Portland OR and Chicago for some innovative ideas.

And in case you have not heard: the project changes that were proposed on the NPR program come in at a cheaper price than what you are proposing.

Really, shame on the Commonwealth and Charlie Baker: It's easy to support the Paris accords and other far away climate change initiatives. How about DOING something here in Boston to make a difference.

I also, want to see better public transportation take a front seat in this project, not the back seat proposal that I have heard when attending public meetings on this issue.

I am forwarding this email to friends and hope that they too write in to tell you to stop your process of recreating the same old tired wheel and put together a project that we can be proud of and brings health to our city.

Forward this email to whomever you think will be interested.

Louise Johnson
[20 Malcolm](#) R
JP, Ma 02130

| [617 721 7711](tel:6177217711)

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Nina Lydia Olff, M.Ed

Education & The Arts

100 Chestnut Street

Brookline MA, 02445

617.731.3545

From: Nina Pforr [mailto:nina.pforr@gmail.com]

Sent: Thursday, February 08, 2018 3:11 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

Subject: River St Prioject and SFR

I would like to see the right turn from SFR to River St current traffic pattern remain and not be altered.

NPF-1

I Would also like there to be some addition planning put into improving the pedestrian and bicycle access in that are.

NPF-2

Thank you

Nina Pforr
5 Carlton St
Brookline Ma,02446

617 676 8440

From: Norma Barrett [mailto:normajbarrett@gmail.com]
Sent: Thursday, February 08, 2018 9:39 AM
To: Strysky, Alexander (EEA) <Alexander.Strysky@MassMail.State.MA.US>; Cerbone, James (DOT) <James.Cerbone@dot.state.ma.us>
Subject: I-90 DEIR comments

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 12 key Requests for Action or Further Study that she notes:

- Transit and Multi-Modal Planning – implement now, not in 2040. NB-1
- West Station – implement as part of the first phase of I-90. NB-2
- Grand Junction Rail Bridge over Soldiers Field Road – reconstruct as part of I-90 Project. NB-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. NB-4
- Underpass under River Street Bridge for Pedestrians, Joggers, and Cyclists – support as part of future River Street Bridge reconstruction project. NB-5
- Cambridge Access to/from the Turnpike – study expected travel times and develop acceptable traffic management plans. NB-6
- Noise – develop effective noise barriers and other features to reduce existing harmful noise impacts from Turnpike on Cambridgeport, Riverside and Magazine Beach Park. NB-7
- “Throat,” – develop new, comprehensive alternative that reduces current noise levels, is visually attractive from Cambridge, and has a positive impact on Paul Dudley White Path. NB 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. NB-9
- Parkland and Paul Dudley White Path – design the riverfront to enhance this world-class environmental resource, increasingly used for both commuting and recreation.
- Construction Mitigation and Project Compensation – develop 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. NB-10
- Pathways on Cambridge side of Charles River – improve to accommodate increased use while Paul Dudley White Path is closed during construction. NB-11

Sincerely,

Norma Jean Barrett

41 Pleasant Street, Cambridge (Riverside neighborhood)

(Additional note: both of my children attend daycare at Soldiers Field Park at HBS. I work in Wellesley and commute every day on the turnpike, getting off exit 18 and stopping at Harvard Business School to pick up my children and continuing on via Soldiers Field Road/Cambridge St/River Street to get home each day. This project will have a huge impact on my daily commute.)

From: Olivia Turner <oliviajeanturner@gmail.com>

Sent: Thursday, February 8, 2018 9:31 PM

To: Stryisky, Alexander (EEA)

Subject: EEA#15278: I-90 Allston Interchange Improvement Project Comments

OT-1

Please prioritize the building of West Station and the improvement of bike and pedestrian paths over the roadway construction. OT-2

From: Peter Lubetsky [mailto:peterlubetsky@gmail.com]

Sent: Thursday, February 08, 2018 12:05 PM

To: Strysky, Alexander (EEA) <Alexander.Strysky@MassMail.State.MA.US>; Cerbone, James (DOT) <James.Cerbone@dot.state.ma.us>; jay.livingstone@mahouse.gov; joseph.boncore@masenate.gov

Subject: DEIR for I-90 Comments

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 12 key Requests for Action or Further Study that she notes:

- Transit and Multi-Modal Planning – implement now, not in 2040. PLUB-1
- West Station – implement as part of first phase of I-90. PLUB-2
- Grand Junction Rail Bridge over Soldiers Field Road – reconstruct as part of I-90 Project. PLUB-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. PLUB-4
- Underpass under River Street Bridge for Pedestrians, Joggers, and Cyclists – support as part of future River Street Bridge reconstruction project. PLUB-5
- Cambridge Access to/from the Turnpike – study expected travel times and develop acceptable traffic management plans. PLUB-6
- Noise – develop effective noise barriers and other features to reduce existing harmful noise impacts from Turnpike on Cambridgeport, Riverside and Magazine Beach Park. PLUB-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. PLUB-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. PLUB-9
- Parkland and Paul Dudley White Path – design the riverfront to enhance this world-class environmental resource, increasingly used for both commuting and recreation.
- 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. PLUB-10
- Pathways on Cambridge side of Charles River – improve to accommodate increased use while Paul Dudley White Path is closed during construction. PLUB-11

Sincerely,

Peter Lubetsky
236 Chestnut St.
Cambridge, MA 02139

From: [Snyder, Richard D.](#)
To: jame.cerbone@state.ma.us; [Strycky, Alexander \(EEA\)](#)
Subject: Opposed to Malvern Street Vehicular Bridge
Date: Thursday, February 08, 2018 3:18:58 PM

Dear Sirs,

One of the alternatives proposed for the new I-90 Mass Pike Interchange will send 15,000-20,000 additional motor vehicles across a new Malvern Street Bridge into North Brookline onto Babcock, Pleasant and St. Paul Streets on their way to the Longwood Medical Area and other points south. We are concerned about greatly concerned traffic on local neighborhood streets in a densely populated residential neighborhood with a large number of elderly and school aged children and many cyclists. I oppose vehicular access via a widened Malvern Street bridge.

RSN-1

Yours truly,
Richard Snyder
135 Pleasant Street, Brookline, MA

Please Note: These statements and views reflect my views and not those of my employer.

Rich Snyder | Program Manager, Biomedical Device Integration,
Clinician Team Strategy and Innovation | Partners eCare

PARTNERS HEALTHCARE

399 Revolution Drive | Suite #1050 | Somerville, MA | 02145-1466

Location: 10W70.20 | Phone: 857-282-4617 | Email: rdsnyder@partners.org

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From: Richard Voos <richard.voos@gmail.com>

Sent: Thursday, February 8, 2018 11:26 AM

To: Strysky, Alexander (EEA)

Subject: EEA No. 15278 Citizen Comment

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

Dear Secretary Beaton,

I am writing to urge you to require that MassDOT submit a supplemental Environmental Impact Statement to address the critical long-term issues that the existing EIR misses, specifically focusing on the contemporary best practices around transit-oriented development and human-friendly street design: safe streets and slow streets; pedestrian and bicycle access (particularly given the proximity to the Charles Dudley White bike path, a major bicycle commuter route; connectivity (foot bridges, etc.) from the "new neighborhood" to existing facilities, minimizing any "great wall" effect caused by the Mass Pike and the railroad. The EIR also fails to address immediate and long-term environmental justice and greenhouse gas reduction issues, many of which could be addressed by adopting those best practices. RV-1
RV-2
RV-3
RV-4
RV-5

In addition, we must take advantage of this once-in-50-year opportunity: expand the Charles River park land from the BU Bridge to Western Ave; use the Grand Junction RR bridge over the Charles for an additional pedestrian/bike connection between the booming Cambridgeport/MIT neighborhoods and the new Allston neighborhood; build West Station now; don't use prime real estate just removed as a rail yard for a smaller rail yard. RV-6
RV-7,8
RV-9

All of these goals can be achieved. The alternatives and pathways have been laid out by the community: Imagine Boston 2020 and Go Boston 2030; the BPRA I-90 Allston Placemaking Study; the "A Better City" concept; WalkBoston; the Charles River Conservancy; and others.

Please don't make the children of 2018 wait until they are grandparents in 2068 to fix problems we could avoid creating today.

Sincerely,

Richard Voos
61 Park Drive #1
Boston, MA 02215

--

Richard Voos
857-294-0771

From: Sara Miller <SaraM@thegundcollection.com>

Sent: Thursday, February 8, 2018 10:52 AM

To: Strysky, Alexander (EEA)

Cc: advocacy@thecharles.org

Subject: "Unchoke the Throat"

Please accept this email to express my support of the proposed project by the Charles River Conservancy and WalkBoston

SMIL-1

to include improvements of the parkland, pathways, and transit as part of the MassDot's plan of the 100-acre reconstruction project

of the I-90 Allston interchange.

As a Cambridge resident for many years, I know the area well by my driving and walking through it. The proposal addresses thoughtfully

with urban and landscape design expertise, the parkland areas that badly need to be upgraded for many reasons, such as the huge safety factor.

These improvements are necessary and over due. And, it is cost efficient to make it part of the Mass Dot's reconstruction project. As you can

expect, cost of materials, labor, etc. will only go up if it is postponed.

Please accept my support for the CRC and WalkBoston proposal.

Sincerely, Sara Miller
The Gund Partnership, Cambridge, MA
47 Thorndike Street
Cambridge, MA 02141

Please consider the environment before printing this e-mail .

The information contained in this communication may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication, or any of its contents, is strictly prohibited and may be unlawful. If you have received this communication in error, please return it to the sender immediately and delete the original message and any copy of it from your computer system. If you have any questions concerning this message, please contact the sender.

From: Scott Abrams <mymagicalpants@gmail.com>

Sent: Thursday, February 8, 2018 4:20 PM

To: Strysky, Alexander (EEA)

Cc: advocacy@thecharles.org

Subject: Please improve the bike path along Storrow Drive during the Allston Interchange Improvement Project

Dear Mr. Strysky,

As a runner and a bike commuter going back and forth between Belmont and downtown Boston, I have relied on the river paths for thousands of miles of transportation, training and pleasure over the years. Unfortunately there are some pain points in the route, most notably the stretch on the Storrow Drive side between River St and the BU Bridge. That part is narrow, has a large road sign planted in the path, has no buffer between the highway, and clogs up very often. Having the ability to walk, run or ride along the river is a tremendous and beautiful gift. It would be a shame if this stretch remains the holdout to that. Please improve this section to bring it up to the standards of the rest of the pathway. The city of Boston and the people who live and visit here deserve it. Thank you.

SAB-1

Scott Abrams
Belmont, MA

From: Scott Johnston <sjohnston@alum.mit.edu>

Sent: Thursday, February 8, 2018 9:31 PM

To: Strysky, Alexander (EEA)

Subject: West Station and the esplanade

Hello Mr. Strysky,

My family and I recently settled in lower Allston. It's disappointing to see that West Station isn't in the works right now, and even more urgently for us, that the choke point in the esplanade isn't being retooled as part of the big transportation project. We cycle to work every day in Cambridge/Somerville, and Allston (particularly near the I-90 interchange) can feel intimidating and disconnected from the rest of the city. We also transport our children by cargo bike and the width of the bike path in the choke point is intimidatingly small--often other cyclists have to dismount to let us go by, and we're stuck biking right alongside (and nearly rubbing against) the sharp steel guardrail of a ridiculously busy road. I think this is an important area to be worked on as part of the project.

SJ-1

SJ-2

Thanks,

Scott

From: Scott Kane <kanesco@gmail.com>
Sent: Thursday, February 8, 2018 9:33 PM
To: Strysky, Alexander (EEA)
Subject: Public Comment on Allston Interchange Project

Dear Mr. Strysky,

It came to my attention today from reading over the Charles River Conservancy's newsletter that the state was not planning on improving the community path as part of the Allston interchange project. This really came to my surprise since it seems like such an obvious win.

It's impossible to argue honestly that the path isn't heavily used. It's also impossible to think the path is adequate if you've ever biked or jogged on it. The two groups are constantly coming in to conflict there since it is so narrow. I like both the proposals they came up with although I'd want to learn more about the environment impacts of filling in the river edge and the maintenance of a boardwalk long term. That said other very long boardwalks have recently been put in over by Alewife and they're a real win for the community.

SKN-1

In addition to their two proposals another idea I had from looking at a map was to create two river crossings so you could avoid the area by biking and walking through magazine beach instead. That might actually be an easier project to do.

I live in East Boston and we've recently had our Greenway extended. Although it's a humble 3 miles it's heavily used. I've never seen a community path that wasn't an instant success. I would enthusiastically support a redesign of "the throat" as part of the the Allston project.

Thank you,

Scott Kane

16 Leverett Ave,

East Boston, MA 02128

From: shannon finley [mailto:shannonfm@hotmail.com]
Sent: Thursday, February 08, 2018 1:27 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 reconstruction plans at Allston/ Cambridge comments

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 12 key Requests for Action or Further Study that she notes:

- Transit and Multi-Modal Planning – implement now, not in 2040. SHF-1
- West Station – implement as part of first phase of I-90. SHF-2
- Grand Junction Rail Bridge over Soldiers Field Road – reconstruct as part of I-90 Project. SHF-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. SHF-4
- Underpass under River Street Bridge for Pedestrians, Joggers, and Cyclists – support as part of future River Street Bridge reconstruction project. SHF-5
- Cambridge Access to/from the Turnpike – study expected travel times and develop acceptable traffic management plans. SHF-6
- Noise – develop effective noise barriers and other features to reduce existing harmful noise impacts from Turnpike on Cambridgeport, Riverside and Magazine Beach Park. SHF-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. SHF 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. SHF-9
- Parkland and Paul Dudley White Path – design the riverfront to enhance this world-class environmental resource, increasingly used for both commuting and recreation.
- 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. SHF-10
- Pathways on Cambridge side of Charles River – improve to accommodate increased use while Paul Dudley White Path is closed during construction. SHF-11

In addition to Ms. Davis's points, I also have a concern with the number of intersections so close together in such a potentially congested area. I assume that you are planning on traffic signals at all of those crossings on Cambridge St. but I would suggest looking into what was dubbed in Michigan, where I am from, a "Michigan 180" so that you can skip lights at every other intersection and allow for u-turns or 180s at a center island to reverse direction. I think this will allow smoother traffic flow w/ less back-ups. SHF-12

Also, has there been consideration at East Dr being one-way off of W 90 with three lanes of travel and West Connector being one-way on to W 90? I worry that with only one or two lanes of travel and many potential intersections, traffic will back up onto 90 at peak travel time. Same can be said about the E90 exit. Is there a risk of ramp traffic and bus/car traffic at the train station interfering with each other? There doesn't seem to be enough staging area away from the ramp for loading/ unloading activities. SHF-13

Sincerely, Shannon Finley
10 Perry Street, Cambridge 02139



SIERRA CLUB
MASSACHUSETTS

February 8, 2018

RECEIVED
FEB 9 2018
MEPA

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

Re: Proposed Allston I-90 Interchange Project

Dear Secretary Beaton:

Thank you for inviting public comment on the proposed Allston I-90 Interchange Project. In addition to building a new section of limited access highway, the Project will also create new ramps and streets, and reconfigure the rail lines that border the Massachusetts Turnpike. It should also be a valuable improvement to the abutting neighborhoods and to Greater Boston as a whole—making the Turnpike a safer highway, *and* enhancing our public transportation system and creating safer streets that will better serve the needs of pedestrians and bicyclists alike.

When the Turnpike was extended into Boston in the 1960s, a massive interchange was built at Beacon Park Yard to distribute traffic bound for Allston, Cambridge and the adjacent communities. To accommodate the large New York Central railyard on this site, a mile-long S-shaped viaduct was constructed, as well as ramps and tollbooths. Abutters also included truck depots to distribute freight from the highway and rail facilities. This viaduct now is functionally obsolete, badly deteriorated, and needs to be replaced. The railyard has been relocated to facilities in Worcester and elsewhere, and the inauguration of All Electronic Tolling has allowed for the removal of the tollbooths.

This segment of Turnpike and exit can now be totally rebuilt. The highway can be straightened and brought to ground, with new entrance and exit ramps that better suit the adjacent neighborhoods and removing the gargantuan interchange that obliterated one side of Cambridge Street from Linden Street to Soldiers Field Road.

As a visitor, a resident, and for a year in the late 70s as a community outreach worker at the local Little City Hall, then located at the corner of Harvard and Commonwealth Avenues, I have often traveled many of the district's streets and roads, by foot, bicycle, transit and car, including as a taxi driver. This segment of Cambridge Street is one of the most dangerous stretches of roadway in metro Boston, especially when traveling in a mode other than a motor vehicle: As a pedestrian I did not feel comfortable—and as a bicyclist I did not feel safe.

This interchange should be built to reconnect the neighborhoods that were torn apart over half a century ago, better linking them with the surrounding communities. For anyone traveling between Packard's Corner and the Charles River by foot, bicycle or public transportation, the interchange and railyard site is a major impediment necessitating a lengthy detour. The proposed network of streets in the Beacon Park site include two overpasses connecting Brighton and Commonwealth Avenues with Cambridge Street as it approaches the River. For starters, these new streets should be designed to calm automotive traffic and enhance the safety and experience of persons using non-motorized modes of transportation.

SC-1

Plans for the Project include the construction of a West Station on the Worcester/Framingham Line that could also offer the service via the Grand Junction Railroad to North Station in addition to its current South Station terminus. Due to budgetary issues, MassDOT now proposes to defer the opening of this station until 2040, a delay that has been roundly condemned. Harvard University plans to develop the former railyard site as an extension of its campus. To enhance transit-oriented growth here and in surrounding neighborhoods, West Station needs to open much sooner—even as a temporary facility. New T bus routes should also be seriously evaluated to further tie this area into the urban fabric. SC-2
SC-3

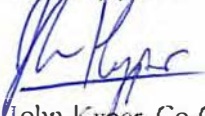
Very troubling is the plan to build a small railyard here for up to eight commuter train sets—part of another project, the widely criticized plan to expand South Station as a stub end terminal from 13 tracks to 20. This is one of three proposed layover yards (also including Widett Circle and Readville) to store and service trains between the morning and evening rush hours, where the diesel engines would shower yet more fumes and particulates on the city's residents. Abutters to any layover yard would also be subjected to the constant noise of the locomotives, especially from overnight idling during the winter months. Were the North South Rail Link to be constructed instead and the commuter system electrified, this yard would be unnecessary. SC-4
SC-5

The “throat” of the Project, its narrowest segment, after the Turnpike emerges from under Commonwealth Avenue and climbs to the viaduct, is a constricted corridor shared with the railroad, Soldiers Field Road and the Paul Dudley White Bike Path. MassDOT's proposed design for the construction of another viaduct has come under intense criticism—for adding traffic noise to the abutting neighborhoods and Cambridgeport, and for the pollution from cars and trucks ascending the incline. The Commonwealth must seriously evaluate two alternative plans that put the Turnpike at grade and dispense with a new viaduct. SC-6 & 7
SC-8

Massachusetts Sierra supports the efforts of the Charles River Conservancy and Walk Boston to improve the Bike Path along the River through the “throat” and create an “Allston Esplanade.” Currently, it is an unpleasant place to walk, jog or bike, with just a guardrail separating pedestrians and bicyclists from the fast-moving traffic. We support expanding the Path, possibly including a boardwalk above the Charles River, with physically separated bicycle and pedestrian lanes and a landscaped river's edge with native plantings. The pathways on this mile-long segment between Boston University and the River Street Bridge must be fully accessible to people with disabilities and include benches for people to sit and rest. And it needs at least one new footbridge to improve access to Commonwealth Avenue, Brookline and the new neighborhood. SC-9
SC-10
SC-11
SC-12

The I-90 Allston Interchange Project and the redevelopment of the former railyard has the potential to revitalize and beautify what has long been one of Boston's most neglected and degraded parcels of land. Like the remarkable transformation that occurred when the elevated Central Artery was demolished and transformed into the Rose Kennedy Greenway, this area deserves better than to have one ugly viaduct replaced by another, smaller ugly viaduct. The adjacent neighborhoods, the Charles River and Greater Boston all deserve better.

Sincerely yours,



John Kyper, Co-Chair (with Clint Richmond)
Transportation Committee
Massachusetts Sierra Club

From: Susan Redlich <sredlich2010@hotmail.com>
Sent: Thursday, February 8, 2018 11:15 AM
To: Strysky, Alexander (EEA)
Cc: projects@livablestreets.indo
Subject: Comments on Draft EIR on Allston I-90 Interchange Project:

I am writing as a long-time citizen of Cambridge. My comments reflect my perspective as a commuter by bike and public transit, and my agreement with the comments of Livable Streets Alliance and the Charles River Conservancy.

- **Transit should be a priority.** We need West Station now, not in 22 years, as a construction mitigation measure and to ensure transit-oriented development. SRED-1
- **Don't build the viaduct.** A surface option will save millions of dollars, be more practical, and maintain opportunities for multimodal connections to and from the river. SRED-2
- **We need better accommodations for walking and biking along the Charles River.** The river's edge is still another major concern. The project's site includes the most narrow and crowded section of the Paul Dudley White bike path. None of MassDOT's proposals create a park-like shore with adequate pedestrian and bike paths SRED-3
- **Design a network of safe, human-scaled streets** in the proposed new neighborhood, with features that maximize stormwater infiltration and minimal dark pavement. SRED-4
SRED-5
- **Incorporate alternative development designs** by WalkBoston and Sasaki Associates that are important both for the shore and for commuters on foot and bike. SRED-6

Thank you for your consideration.

Susan Redlich
19 Sacramento Street
Cambridge, MA 02138
.

From: W. Timothy Mackey <wmackey1989@me.com>

Sent: Thursday, February 8, 2018 10:12 PM

To: Strysky, Alexander (EEA)

Subject: Allston I-90

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. TMC-1
TMC-2
TMC-3
Finally, it is critical to build West Station as soon as possible, providing a critical transit link.

Thank you.

Tim Mackey

[59 Larchwood Dr.](#)

Cambridge MA

Sent from my iPhone

From: Timothy Cabot <tpcabot@me.com>
Sent: Thursday, February 8, 2018 12:49 PM
To: Strysky, Alexander (EEA)
Cc: advocacy@thecharles.org
Subject: Pathway Along the Charles in Allston

Hello -

This is to let you know that I support the proposal to expand the pedestrian and bike paths along the Charles in Allston as proposed by Sasaki design. This would be a significant improvement. TC-1

Thank you.

Tim Cabot

Email: tpcabot@me.com
Cell: (617) 513-1603

From: V R Hathaway <vrhathaway@hotmail.com>

Sent: Thursday, February 8, 2018 2:06 PM

To: Strysky, Alexander (EEA)

Cc: advocacy@thecharles.org

Subject: RIVER PARKS AND PATHWAYS

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

Feb. 8, 2018

Public Comment - RIVER PARKS AND PATHWAYS

I urge you to favor developing plans to unchoke the bikeway and pathways along the Charles River in Allston. The ideas recently put forward by the Charles River Conservancy, WalkBoston, and Sasaki Associates for alternative development designs could clearly serve as a jumping off point for developing final plans for the edge of the Charles River in Allston.

VH-1

This is an extraordinary opportunity to expand the inspired vision of Olmstead for urban parks in Boston.

That vision has had an international impact on the reputation of Boston.

In every way, this extension also enhances the well-being of citizens, students, and visitors of the city and the region. It is clearly a 'public good'!!

The railroad yard and lines were at one stage of Boston's history seen as an over-riding public good.

But they are gone, and this new conception of a crucial public good (combined with the extension of the commuter system) will be a permanent contribution to Boston, its citizens, and its corporations, not to mention its institutions, especially its educational institutions on or near the Charles, and among them especially Harvard.

Virginia R. Hathaway
29 Concord Ave., #102
Cambridge MA 02138

Mr. Strysky,

Please find attached written comments from the Worcester Regional Chamber of Commerce on the DEIR on the I-90 Allston Interchange project, currently open for public comment.

Please let me know if you have any questions or if I need to do anything further to formally submit my comments by the deadline tomorrow.

Thank you,
Stuart

W. Stuart Loosemore, Esq.

W. Stuart Loosemore, Esq.
General Counsel and Director of Government Affairs and Public Policy
Worcester Regional Chamber of Commerce
446 Main Street, Suite 200
Worcester, MA 01608
Tel: (508) 753-2924 X. 222
Fax: (508) 754-8560
Email: sloosemore@worcesterchamber.org

February 8, 2018

The Honorable Matthew A. Beaton, Secretary
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office, Alexander Strysky EEA#1 5278
100 Cambridge Street, #900
Boston, MA 02114

Dear Secretary Beaton:

I am writing on behalf of the members of the Worcester Regional Chamber of Commerce (WRCC) to express many of the same concerns recently outlined in a letter from officials in the City of Newton regarding the Draft Environmental Impact Report (DEIR) for the I-90 Allston Interchange project.

First and foremost, given the magnitude of the proposed project and the potential impact on the Worcester-Framingham Commuter Rail line we are disappointed that MassDOT did not hold any public hearings were held in Worcester or communities west of Route 128. As you know the Worcester-Framingham line is one of the busiest commuter corridors in the entire MBTA system and any disruption along that line has wide ranging impacts. As a member of the legislature you were a strong advocate for improvements along the Worcester-Framingham line, so you understand the importance of this service to Central Massachusetts. We have seen the benefits of the additional trains, track signalization upgrades and improved schedule for better on time performance, from both an environmental and economic development perspective.

I would like to reiterate some of the concerns expressed in the letter from the City of Newton and others. Several of the proposals include replacing the highway viaduct with a similar structure creating lane closings on I-90 and reducing the Worcester-Framingham Commuter line to a single track. We recognize some estimations for the track closure to be upwards of twenty-four (24) months. This comes after a second track was finally laid along this section of the Commuter Rail line in conjunction with the Boston Landing Station construction this past year. The addition of this second track has allowed for more increased and efficient service along this rail line. Effectively removing this second track will reinstate the bottleneck that choked commuter and freight rail traffic through that area of the Worcester-Framingham line.

WCOC-1

Secondly, we also have concerns that MassDOT is using a traffic model for this project that creates a greater reliance on vehicular traffic using the highway system. Part of the concept of this proposal is to enhance the connections of the areas surrounding the former Beacon Rail Yard property and tying in new transit modes. Creating a greater dependence on vehicular traffic could and will drastically increase congestion along the highway at the cost of commuter time and investment in other transportation infrastructure.

WCOC-2

Therefore, the Worcester Regional Chamber of Commerce offers its support for an alternative solution that calls for an at-grade replacement of the I-90 viaduct along with maintaining the Worcester-Framingham line as an at-grade commuter rail. We would also request that consideration for installing a temporary West Station during this process that allows for commuters to better connect with other modes of transportation in the area, including connectivity to North Station. We believe there are many positives that will be derived by strengthening the connection between Worcester's life sciences and biotech cluster with Cambridge and Kendall Square's dynamic life sciences and biotech community.

WCOC-3

WCOC-4

It is imperative that this project be viewed not only from a highway perspective but a rail perspective, as well. The ultimate goal should be strengthening the connection between Boston and Central Massachusetts by improving commuter options and encouraging commuters to take their cars off the highways and utilize rail and other options. By making appropriate decisions relating to the project and moving aggressively to develop the table for a West Station we give Central Massachusetts commuters greater access to Cambridge, North Station and alternatively give those communities access to Central Massachusetts. This strengthens not only these regional economies, but the overall economy of the Commonwealth and provides environmental relief, as well.

Finally, we are aware that a Focus Group has been convened several times during the planning process for this project; however, there has been no representation from the Central Massachusetts business community or commuter community. We respectfully request that due consideration be given to adding a representative to the Focus Group from both of these important and impacted communities.

WCOC-5

Respectfully Submitted,



W. Stuart Loosemore, Esq.

General Counsel and Director of Government Affairs and Public Policy