

From: Liz McNerney <liz_mcnерney@yahoo.com>
Sent: Thursday, February 8, 2018 11:05 PM
To: Stryisky, Alexander (EEA); advocacy@thecharles.org
Cc: Andy McNerney
Subject: I-90 interchange

8 February 2018

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

Dear Mr Beaton and Mr Stryisky,

I am writing to strongly support a “multi-modal friendly” redesign of the I-90 interchange in Allston. This letter is a plea to:

- expedite the construction of West Station – it is important to provide a rail transit link, EGC-1
- include the North Allston – Comm. Ave. bus route, and EGC-2
- construct an at-grade Mass. Pike – which will enhance the bicycle and pedestrian EGC-3 experience.

Thank you for collecting our input – I hope you will consider it as you make the many decisions to come.

Sincerely,

Elizabeth McNerney
32 Garfield Street
Cambridge, MA 02138
617.461.6155

From: Elizabeth Minnis <lminnis57@gmail.com>

Sent: Thursday, February 8, 2018 9:53 PM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: I90 Mass Pike comments

Dear Alexander,

I am a bike commuter (for past 10 years) from West Newton along the Charles into Beacon Hill. It is a beautiful commute - i feel so lucky. I also believe we need to do all we can to encourage alternatives to driving for the daily commute. Traffic is bad, and cars pollute. I advocate for an approach to this project that prioritizes the modes of transport that are better for the environment and individual health such as biking and walking and public transport. I think the best option would be to keep the highway elevated in order to ensure adequate paths at the ground level and in relationship to the river for pedestrians, separated from bikes and the rail. EMIN-1 The Charles River is such an asset and it could be much better celebrated and enjoyed with just a little more attention to the edges.

thanks

Liz Minnis

54 Wedgewood Road

Newton, Ma

617-291-4370

From: Elizabeth Tapper 📧 <liz.tap@comcast.net>
Sent: Thursday, February 8, 2018 3:17 PM
To: Strysky, Alexander (EEA)
Subject: MA Pike Restructuring

Sirs:

As residents of Pleasant Street in Brookline, we are writing to you to voice our strong opposition to the current plans for realigning the Massachusetts Turnpike.

Such a project will result in heavy traffic going south through our North Brookline streets, thus increasing ET/PS-1 vehicular volume from 18-20 thousand cars a day to triple that number: 60 thousand cars!

These numbers will definitely negatively impact the quality of life in these Brookline neighborhoods.

Kindly reconsider and alter your plans to exclude our Brookline neighborhoods.

Sincerely,

Elizabeth A. Tapper
Peter H. Simkin

57 Pleasant Street; Unit 1
Brookline, MA 02446

From: Ellery Schempp <elleryfs@comcast.net>

Sent: Thursday, February 8, 2018 12:15 AM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: Support beauty

What would Olmstead do?

We support WalkBoston's ideas.

ESC-1

We must always ask, is it beautiful? OK, practicality. But beauty is essential for people. Let people vote for what is pretty.

Schempp



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE BOSTON 02133 1053

February 8, 2018

Secretary Matthew Beaton
Executive Office of Energy and Environmental Affairs
Attn: Alexander Strysky, MEPA Office
EEA#15278
100 Cambridge Street, 9th Floor
Boston MA 02114

Re: I-90 Allston Interchange Draft Environmental Impact Review

Dear Secretary Beaton:

We are writing to express our comments on the Massachusetts Department of Transportation's (MassDOT) Draft Environmental Impact Review (DEIR) for the Allston Interstate 90 Interchange project, particularly regarding key impacts on MetroWest residents. We ask that the environmental review seriously consider the impact on MetroWest road and rail commuters, the environmental and quality of life impacts of increased traffic during six years of construction and cost considerations.

The Framingham/Worcester commuter rail line is one of the busiest in the Commonwealth, accounting for 16,000 riders per day. We have fought for decades for accessible, reliable train service for our communities. These improvements must not be compromised during a prolonged period of construction. With the highway reduced to three lanes and the Framingham/Worcester line reduced to one track, MetroWest commuters will bear a significant burden. Limiting public transportation options could also force more commuters onto the road, leading to traffic congestion and significant environmental concerns related to increased air pollution, emissions and fuel use. These disruptions must be addressed and mitigated as thoroughly as possible. EO7-1
EO7-2

In addition to mitigating the negative impacts to MetroWest commuters during construction, we ask that any final option take into consideration long-term benefits to commuters on roads and rail after construction is complete, as well as maximizing benefits for cyclists, pedestrians and the environment. This project must maintain a vision of continued development of environmentally-friendly transportation, including the possibility of connecting commuters on EO7-3
EO7-4

the Framingham/Worcester line directly to the bustling life sciences and tech hubs in Cambridge.
Equally important for our environment and residents' quality of life is ensuring access to recreational opportunities on the Charles River.

EO7-5

Cost considerations must also be a high priority, especially since tolls will be a significant source of revenue for the project. MetroWest drivers will be expected to pay a large share of the cost, yet bear the burden of a major disruption to their commutes.

EO7-6

The reconstruction of the Interstate 90 Interchange in Allston is a terrific opportunity to achieve transportation, environmental and economic development gains. We ask that careful attention be paid to the impact on MetroWest residents, so that all commuters and taxpayers may benefit from this project. Thank you for your consideration, and please do not hesitate to contact our offices for additional information.

Sincerely,

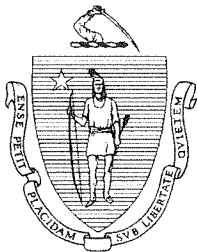


Senator Karen E. Spilka
2nd Middlesex & Norfolk



Senator James B. Eldridge
Middlesex & Worcester

cc: MassDOT Highway Division, Environmental Services Section, Attn: James Cerbone



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

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

Re: Allston I-90 Interchange DEIR

Secretary Beaton:

We are writing to express our serious concerns regarding the Massachusetts Department of Transportation's (MassDOT) Draft Environmental Impact Review (DEIR) for the Allston Interstate 90 Interchange project. We represent the communities along the I-90/Worcester Commuter Rail line west of Allston, so while our districts do not directly include the project itself, it is of utmost importance for the hundreds of thousands of our constituents who pass along this corridor daily by road and rail. The concerns raised in this letter pertain to the construction's impact on our constituents, who already face long commutes on congested roadways, crowded trains, and the only tolled Interstate corridor into Boston. Because it has been proposed that this project be partially funded by the tolls our constituents pay, we feel it is important to make sure that it has minimal negative impact on our communities, and is as fiscally-responsible as possible.

Our concerns are as follows:

Worcester Line Impact During Construction

The Worcester Line is one of the busiest Commuter Rail corridors in the Commonwealth, yet the decision matrix between the three potential options for replacing the viaduct does not take into account the full impact to the Worcester Line. (It has a high level of detail for the impact to the non-revenue Grand Junction track, which does not serve any passenger rail traffic, but no commensurate detail for the Worcester Line impact.) MassDOT's assumption is that the highway will be reduced to three lanes and that the Worcester Line will be reduced to one track. This is unacceptable to communities which have been fighting for decades for better train service. When the second track was finally put in to service in Allston last year, it led to significantly faster and more reliable service. Yet the DEIR assumes that a single track bottleneck will be acceptable during construction, and does not analyze the differences between the proposals in this regard. This point must be addressed, especially considering that the highway will have reduced capacity because of construction during this time.

EO8-1

Our legislative leaders and constituents have fought for decades for improvements to the Worcester Line, and now is not the time to renege on these improvements. We believe that the at-grade "ABC" alternative would be built with minimal disruption to Worcester Line service, while MassDOT's viaduct option

EO8-2

would require several years of strangled, single-track operation. This must be fully addressed as a major construction impact—on par with, if not ahead of the Grand Junction—in the final alternative decision, and a supplemental DEIR may be necessary to fully account for these impacts.

Traffic Modeling

The traffic model used by MassDOT makes several assumptions about transit ridership which are hard to reconcile with reality, resulting in automobile-centered development which increases traffic volume and congestion on the Turnpike. Even members of MassDOT and the MBTA Fiscal Management and Control Board have publicly voiced questions about the accuracy of this traffic modeling analysis. The model shows most traffic in 2040 in the development coming and going by car. Such a car-centric Allston will be one which requires more people to drive, adding to the already heavy traffic on the Turnpike. A reliable traffic model must be investigated to assure that 7 million square feet of new construction is not served chiefly by highway traffic and takes into account new connections in the Allston area to minimize any increase to congestion on the Turnpike. Such planning would also fly in the face of our state-level emission goals, as well as Governor Baker's commitment to the US Climate Alliance in support of the Paris Climate Agreement.

EO8-3

EO8-4

Cost Considerations

The Allston project is state funded, and much of this money will come from the tolls Turnpike users pay every day. We believe it is imperative that the state make a fiscally prudent choice in selecting a final alignment for the project. MassDOT's original highway viaduct alternative is significantly more expensive than the at-grade "ABC" alternative (by nearly \$100 million dollars, although simplifying construction staging for this alternative may bring costs down further). Furthermore, the DEIR does not take in to account any life cycle costs for the viaduct. The current viaduct costs \$800,000 annually to keep in a safe, usable state. A new viaduct would cost less to maintain at first, but it would still cost more to maintain—and have a shorter life span—than an at-grade alternative.

EO8-5

EO8-6

We believe that an at-grade alternative—already the least expensive to construct, according to MassDOT—is the best path forward. We urge the state to provide a full life-cycle cost estimate for each alternative, to make sure that the citizens of the Commonwealth, and the toll payers on the Turnpike in particular, do not overpay for an unnecessarily complex highway.

EO8-7

Sincerely,

Representative Kay Khan
11th Middlesex District

Representative Chris Walsh
6th Middlesex District

Representative David Linsky
5th Middlesex District

Representative Alice Peisch
14th Norfolk District

Representative Carmine Gentile
13th Middlesex District

Representative Mary Keefe
15th Worcester District

Representative Frank Smizik
15th Norfolk District

Representative Ruth Balser
12th Middlesex District

Representative Jeffrey Roy
10th Norfolk District

Representative Jonathan Hecht
29th Middlesex District

Representative Brian Murray
10th Worcester District

Representative Jennifer Benson
37th Middlesex District

Representative Jim O'Day
14th Worcester District

Senator James Eldridge
Middlesex and Worcester District

Senator Michael Moore
Second Worcester District

Senator Karen Spilka
Second Middlesex and Norfolk District

Senator Cynthia Creem
First Middlesex and Norfolk District

From: Eran Egozy <egozy@mit.edu>
Sent: Thursday, February 8, 2018 10:51 AM
To: Strysky, Alexander (EEA)
Cc: advocacy@thecharles.org
Subject: Please improve the walkway with the I-90 project

Hello,

My name is Eran Egozy. I live at
34 Manchester Road
Brookline, MA 02446.

I often bike with my family along the esplanade pathway. We always go towards Boston from the BU bridge. We never go westward because of the “throat” choke point where storow drive gets very close to the river. I strongly urge you to consider the alternate plans created by the Charles River Conservancy which you can find here: <https://www.youtube.com/watch?v=S06XDNsetKc>

EE-1

I think having a larger buffer zone between the highway is crucial for the livability of our city. Every time the city makes decisions in favor of green space and multimodal access to pedestrians and cyclists, we all win. Look at how amazing the Rose Kennedy park is. Let's continue making the Charles river area as welcoming as possible to people. Let's think long term. In 20 years, when most cars are self-driving, we will really appreciate the planning done today to give as much space as possible to the pedestrians, cyclists, and people of our community.

Thanks
Eran

From: Hazel Ryerson [mailto:hazel.ryerson@gmail.com]
Sent: Thursday, February 08, 2018 9:21 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 neighbor response

TO: 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 am writing to you with my input as a resident in Allston regarding the i-90 DEIR. I was at the community meeting at the Jackson Mann school last month where the plan was announced.

I have a couple points I would like to make:

1. West station MUST be completed in phase 1 of the project. There is a lot of new development and new jobs in the area and we cannot afford to plan for all those people to use cars. It is well known that public transportation is more energy efficient, healthier and more equitable. It is very important that quality public transportation be part of any plans for Allston's future. HR-1
2. Please maximize the parkland along the river. The parkland along the Charles is one of Boston's treasures. Storrow Drive was never intended to be a four lane highway, it was supposed to be a park, and over time we can work toward returning it to a park. HR-2
3. New roads should be bike, pedestrian and bus friendly and not prioritize cars. New roads should not be 4 lanes of car traffic - we want Allston to be a neighborhood, not a high speed interchange! HR-3

Thank you for your time considering the future of my neighborhood.

Best,

Hazel Ryerson
28 Raymond St
Allston MA 02134

From: Jacqueline Cygelman <jacqueline.cygelman@gmail.com>
Sent: Thursday, February 8, 2018 3:59 PM
To: Strysky, Alexander (EEA)
Cc: advocacy@thecharles.org
Subject: I-90 Allston, EEA #15278

Dear Mr. Strysky,

I hope you are well. My name is Jackie Cygelman, an avid runner residing in Cambridge Massachusetts who spends many hours running the Charles.

I am contacting you as part of the initiative to [#UnchokeTheThroat](#), or more simply, redo the paved path along I-90 and the Charles in Allston. As you may now, it is currently narrow and shoved next to traffic making it very hard to enjoyably run, particularly during humid days where the exhaust seems to block any air you can get. I would love to see this area redone, at no cost to restricting highway traffic (and hey maybe add another water fountain or two :)) so make a more continuous enjoyable running experience to better support the strong running community in the Boston area. Cambridge recently made a few updates to the paths on the memorial drive side of the river and it has not gone unnoticed, and each time I come across it I am reminded how thankful I am for such well maintained and uninterrupted paths along the Charles. JCY-1

I hope you will take this email into consideration.

Sincerely,
Jackie Cygelman

From: buckriverdesigns@gmail.com <buckriverdesigns@gmail.com> on behalf of Janie Katz-Christy <jkatzchristy@gmail.com>

Sent: Thursday, February 8, 2018 10:01 PM

To: Stryisky, Alexander (EEA)

Subject: Comments re the I90 DEIR Draft

Dear Secretary Beaton and Alexander Stryisky,
Please list me and my family as supporters of **prioritizing transit, bikes and pedestrian infrastructure** in the redesign of the Allston interchange and the surrounding area. It is a wonderful opportunity that should not be missed, and should be done NOW. People are clamoring for more and better transit, safer and more bikeable roads, and better pedestrian accommodations. MassDOT should hear that and provide it.

So, please build the West Station now!

JKC-1

In addition, please provide for better bike and pedestrian access - and picnic and recreating - along the Charles. It is such a lovely waterway that is pathetically overwhelmed by cars. This is a great opportunity for MassDOT to improve the very poorly conceived existing conditions.

Finally, please refrain from building a viaduct, for cost issues, to speed construction, and to retain multimodal accessibility to the river.

JKC-2

Thank you.

Janie Katz-Christy

166A Elm St.

N. Cambridge, MA 02140

From: Jeff Byrnes <thejeffbyrnes@gmail.com>

Sent: Thursday, February 8, 2018 6:42 PM

To: Strysky, Alexander (EEA)

Cc: projects@livablestreets.info

Subject: Comment on the Draft Environmental Impact Review for the Allston I-90 Interchange Project

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

Dear Secretary Beaton,

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

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

JBY-1

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

JBY-2

JBY 3-5

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

- Build West Station with two-track service in the first phase of the project
- Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept
- Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking.
- 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.

JBY-6

JBY-7

JBY-8

JBY-9

JBY-10

- 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. JBY-11
- 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. JBY-12
- Fully evaluate the possibility of shifting the rail lines away from the abutting homes and creating an at-grade, off-road walk/bike path from the Regina Pizzeria end of Harvard Ave to West Station and over the at-grade highway to the Charles River. A simple barrier wall is insufficient mitigation for the Environmental Justice community that is so heavily burdened by the air pollution, noise pollution, and vibration impacts of the highway and rail. JBY-13
- 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. JBY-14
- 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. JBY-15

Sincerely,

Jeff Byrnes
294 Summer St, Somerville, MA 02144

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Jeff Byrnes
[@thejeffbyrnes](https://twitter.com/thejeffbyrnes)
thejeffbyrnes.com

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

February 8, 2018

Dear Secretary Beaton,

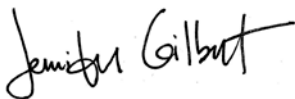
I am writing concerning the reconstruction of the Mass Pike. Clearly, the project is of a huge scale in terms of costs, time and impact on our region. We will all be living with its aftermath for decades. As a Cambridge resident and frequent bike and T commuter, I am disheartened that the existing plan fails to address so many issues and if anything makes moving toward a less car-oriented future even more difficult. We should not pass on so large an opportunity to not just "straighten a highway" but also enhance all forms of transport for our region.

I ask that you require MassDOT to submit a Supplemental DEIR to address these gaps. In particular, I advocate that building West Station in the first phase of the project and JGIL-1
improving the bike path be part of the final plan. Regarding the bike path, the existing "throat" section is already one of the poorest, most dangerous sections of the river path. It is far too narrow as it exists. The proposed plan does not adequately address how this critical means of transport into the city will be maintained during construction. It should be a priority to improve it and encourage more people to bike into Boston.

I understand that there are already concepts for separating paths for biking and walking JGIL-2
across the entire section of Charles River Parkland from the River Street Bridge to the BU
Bridge. I endorse those changes. Further study should include consideration of a boardwalk
(both temporarily during construction and as a permanent structure) and the use of fill, and JGIL-3
how to mitigate impacts on the river by restoring today's degraded bank into a "living
shoreline" of native vegetation.

Again, we will live with the impacts of this project for decades. Shame on us if we do not match its scale with a broader and better vision of transportation.

Sincerely,



7 February 2018

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

Re: I-90 Interchange Project: Malvern St. Bridge

Dear Mr. Strysky,

I write as a resident of North Brookline and the greater regional area. I am concerned about what this uniquely critical potential bridge at Malvern Street could do to both our neighborhood and our management of regional transportation patterns. I would like to make two points:

JBAT-1

1. I believe a "bus-only" bridge is doomed to ultimately become an "all-traffic" bridge. Therefore, I oppose that bus-only bridge and support only a "foot & bike bridge" among the alternatives so far defined.

2. I want to offer a suggestion for an idea that might get nearly all of the benefits of a transit-only bridge, calling this alternative for the moment a "Hub & (Split)Spoke"

1. The problems with a "Bus-Only Bridge"

We all agree that a bridge for pedestrians and bikes is great. In principal, including "public transit" sounds good, too. However, the initially attractive idea that the bridge could be for transit only suffers from the twin facts fact that (a) there is a not necessarily a definition of "public transit" that excludes shuttles (maybe ok) and uber-type ride sharing (disaster) and (b) once the "bus-only bridge" is built, a thoughtful person would have to say that it is only a matter of time before powerful pressures force a change to allow all vehicles.

There is also a particular difficulty with the potential that Uber-Lyft-Ride-Shares could somehow qualify as "public transit". (Is a taxi or ride-share, "public transit"? Would some greater riders might make it "public"?) These ride shares are multiple-edged swords. The recent article in the Globe (2/2/18) pointed out that such Ride-Sharing services tend to add cars to the roads, sometimes just circling continuously, then stopping anywhere, to seek their fares. The prospect of a 15% increase in traffic, as mentioned in the Globe article, just for exhaust-generating mobile, idling cars is extremely unappealing as we think about congestion and air quality.

I (and many others) strongly oppose adding a vehicular crossing at Malvern Street because the street network along Commonwealth Ave and through North Brookline have nothing like the street and intersection capacity such volumes would require; nor do we want them to have that kind of commercial capacity. Our goal is to allow those areas to be good urban places to live. We do not want to gradually convert residential streets to commercial arteries for through traffic. Children walking to three Schools in North Brookline (Devotion, Lawrence and Pierce) do not want to face ever-growing numbers of cars. The fire station on Babcock should not confront ever-greater numbers of cars as it attempts to respond to emergencies. New plans to improve bicycle safety are being built on Commonwealth Avenue and will be built on Babcock Street. What will happen to those roads and those cyclists? Sharrows, in particular, will become increasingly dangerous. We're just beginning to make some progress toward Complete Streets. Please don't immediately overwhelm them.

Even the DEIR's first superficial (Comm Av only) intersection traffic analysis numbers look like the tip of a dangerous iceberg. (AM peak up 48% at Babcock and Comm; 90% at Pleasant and Comm). I'm sure you understand that a true analysis of impacted intersections would need to reach over to the Longwood Medial Area and Route 9.

Please recognize that the physical attraction of an intermittently used "bus-only" bridge for congestion-cramped car-users will be overwhelming. Remember the Haul Road. Is there such a thing as really legally binding restrictions? I am not a lawyer but I strongly recommend we not risk the temptation there will inevitably be. Any agreement or law that can made can be changed.

But is there a solution for "transit" that is maybe virtually as good (or even better?) with virtually no chance of being changed by the stroke of a pen and the removal of a bollard?

2. An Alternative Idea for Public Transit at West Station: Hub & (Split) Spoke

We do all want to encourage real public transit, especially public transit that can travel roads with fewer cars. Could the following, or some variant, work?

Think of the transit headed north from West Station and the transit headed south from West station as two "Spokes" rather than one through road. The Grand Junction connection is sort of one such "spoke"; switch at West Station to get to Kendall Square; that's a great service to have. Although through travelers (say from Harvard Square to Longwood Medical Area, or vice versa) would need to transfer from one bus on the north side to a different bus on the south side, consider two facts:

1) A surprisingly large number of the universe of potential users would be very well served by this configuration:

a) Anyone working or living near the new West Station vicinity is going to just walk to/from the station; no reduction in service for them.

b) Anyone getting to/from West Station from/to the Longwood Medical Area, Boston City Hospital, Kendall Square or Harvard Square would be just as well served. No reduction in service for them. In fact, all the transit buses/shuttles, etc getting to and from these destinations would get to their more quickly because they would be fighting less congestion.

2) The "transfer" itself could be as little movement as going up one escalator or down one flight of stairs, or for universal access, one-stop on an elevator. As an urban location this site will be a great opportunity for a strong neighborhood center, maybe a landmark high-rise, located perfectly in its close proximity to West Station.

This would seem to work if the bus station (and the foot/bike-bridge) are as proposed on the north side of the tracks. Then on the south side of the tracks there could a bus turnaround on the ground floor. That turnaround could be the first floor of a very reasonable taller BU building or future commercial building. This location is a logical and valuable place to put the greater density of a tall building. The transfer between north and south side could be totally indoors.

The future of transfers may be much brighter than in past times thought: I would expect that Harvard/LMA shuttles would have relatively little trouble coordinating their schedules so that those who do want to go from Harvard Square to the LMA could count on the transfer shuttle being there waiting for them. Maybe total trip time would be less due to less congested traffic. Maybe the T someday will have that kind of transfer reliability. The temporary buses last summer were that good, almost seamless as a replacement for the Comm Ave Green Line.

Our good transportation future is characterized by more public transit, plus pedestrian and bike movement; all with fewer cars. Please don't incentivize more car travel. Please don't tempt all the ride-share lobbyists and 'my-time-is-so-valuable' lobbyists who when they see that "bus only" bridge will move heaven and earth to get their cars or Ubers onto it. A few minutes of anyone's time cannot warrant the collateral congestion and lost livability in our neighborhoods and cities. All who can should walk up one flight of stairs; we'll be healthier for it, and it turns out virtually everything we thought we could get done we can still get done. I know. I recently switched from a half hour commute by car to a 45-minute commute by T. I'm sure I'm healthier for it, and I actually get more work done during my commute.

Please help us all get to a better place in our transportation and in our lives as city-dwellers and neighbors.

Foot & bike bridge at Malvern? **YES.**

So-called, but probably only for the short-term, "bus-only" bridge? **NO.**

Some innovative alternative? **MAYBE...Please try to find it.**

Lead us to a future with freedom from, not more dependence on, individual cars...ours or Uber's. Thank you for trying to get this right.

Sincerely,

Jim...

James P. Batchelor
29 Manchester Rd.
Brookline, MA 02446

jpb2@rcn.com

cc. James.Cerbone@state.ma.us

From: Joel N. Weber II <joel@joelweber.com>
Sent: Thursday, February 8, 2018 7:34 PM
To: Beaton, Matthew (EEA); Strysky, Alexander (EEA)
Cc: Pollack, Stephanie (DOT); ncabral-curtis@hshassoc.com; patricia.jehlen@masenate.gov;
denise.provost@mahouse.gov; Joel N. Weber II
Subject: Allston I-90 Interchange DEIR comments

Given the space constraints in the throat area, I believe a complete analysis of options ought to include looking at the possibilities of eliminating the Grand Junction Railroad connection and Soldiers Field Road through the throat area.

JNW-1
JNW-2

The Grand Junction Railroad connection serves two purposes.

First, because of the lack of south side maintenance facilities, the Grand Junction allows commuter rail trains to reach the Boston Engine Terminal. However, my understanding is that the Boston Engine Terminal is somewhat undersized for the number of trains it currently handles, and so for the commuter rail to function well we will need to build better south side maintenance infrastructure in any case, at which point we may not need to move commuter trains across the Grand Junction Railroad; we might want to look at land in the vicinity of Readville now that the late former mayor of Boston is not around to oppose that location, or perhaps we could explore whether outsourcing to the Providence & Worcester Railroad's maintenance facility in Worcester (where I bet people would love to have more jobs) could work.

Second, there is the produce train, which could be rerouted via Ayer if CSX and Pan Am could figure out how to work together. The state should not be considering buying track from CSX to the west of Springfield if CSX fails to work toward making this reroute happen.

Eliminating the need to move produce and non-revenue commuter trains across the Grand Junction Railroad would likely open up another route for Green Line trains to carry revenue passengers across the Charles River.

I believe that eliminating Soldiers Field Road through the throat to provide more space for the pedestrian and bicycle path would use the space more efficiently. I'd like to see this done with westbound I-90 having an off ramp to Soldiers Field Road at the west end of the throat, an on ramp from University Road to I-90 westbound (reusing a small part of what is currently Soldiers Field Road eastbound under the BU Bridge), and I'd like to see the part of Storrow Drive / Soldiers Field Road from Charlesgate through the throat converted to park land.

I believe the West Station commuter rail platforms ought to be constructed in the very near future and not decades in the future.

JNW-3

I believe it is important to maintain two commuter rail tracks through the project area on weekdays at rush hour throughout the construction time period, since the two commuter rail tracks working together can move far more people per hour than a highway lane of single occupancy vehicles. Congestion tolling should be used during any lane reductions that might be necessary during construction to provide further incentives to drivers to take the commuter rail.

JNW-4

I believe that having the ability to run north-south bus or possibly future Green Line service through West Station is important; this should include a bus route that starts by following 32's route, then follows 39's

JNW-5

segments along South St, Centre St, and S. Huntington St, and then continues to West Station and Cambridge's Harvard Sq. Having bus service as well as pedestrian access along Babcock may be the most effective way to accomplish this, and I believe the public interest in having bus service along this route is likely compelling enough that eminent domain should be explored if BU is unsupportive of adequate regional transit.

Joel N. Weber II
225 Summer St #3
Somerville MA 02143

From: John Hayes <john@hjbx.com>
Sent: Thursday, February 8, 2018 8:39 AM
To: Strysky, Alexander (EEA)
Cc: comments@walkboston.org
Subject: THE RIVER!

please use this opportunity to improve the biking, walking and other uses for the river's edge path and park.

and remember, by the time this project is finishes, self-driving car services might be the preferred way to get around.

technology is changing transportation rapidly, and you want to end up with a solution that takes advantage of what is "coming down the pike".

I personally have commuted by bicycle along this corridor for years and always have been struck by the wonderfulness of the river and how being able to commute along its path is a real treat and special characteristic of Boston.

Public space near water is one of our paramount qualities (in Boston).

Please consider transit and bikes in your plans and take the time to create a grand plan for the river. JH-1

John Hayes
john@hjbx.com
+1-617-823-6400

From: jmacmq@aol.com [mailto:jmacmq@aol.com]
Sent: Thursday, February 08, 2018 5:08 PM
To: Strysky, Alexander (EEA) <Alexander.Strysky@MassMail.State.MA.US>
Cc: Cerbone, James (DOT) <James.Cerbone@dot.state.ma.us>; kevin.honan@mahouse.gov; Carolyn.dykema@madhouse.gov; william.brownsberger@masenate.gov; sal.didomenico@masenate.gov; Mark.Ciommo@cityofboston.gov; kevin_casey@harvard.edu; christopher.dempsey@gmail.com; wlandman@walkboston.org; cdenison@gmail.com
Subject: Comments on DEIR #15278, "I-90 (and Beacon Yards) Improvement Project"

John M. McQueen, Jr.
265 Hudson Road
Sudbury, MA

February 8, 2018

Matthew Beaton, Secretary of Energy & Environmental Affairs

100 Cambridge St Suite 900

alexander.strytsky@state.ma.us

Executive Office of Energy & Environmental Affairs

Boston MA 02114

Attn: MEPA Office

Alex Strysky, EEA # 15278 (I-90/Beacon Yards)

Dear Secretary Beaton:

As a citizen of The Commonwealth, I have for the past 12 years been actively engaged in projects and issues relating to the 'Allston Quadrant', as well as local and statewide multi-modal transportation initiatives (e.g., Accelerated Bridge Repair Program, Urban Ring, Healthy Transportation Compact/GHG Goals, Complete Streets, etc.) and urban open space/land use designation and planning.

Consequently, the 'lens' through which I have viewed the "DEIR for the I-90 Interchange (and Beacon Yards) Project In Allston" is one which understands and appreciates the locale, texture and objectives of Allston and its constituents...current and future...as well as Allston's strategic geography and assets for enriching the entire Commonwealth.

How Should We View Current and Future Plans for "I-90 Interchange & Beacon Yards/Allston?"

This lens is focused and forward-leaning to achieve the highest and best outcomes in the shortest timeframe possible for The Commonwealth. The underpinnings of this lens are formed from a series of quotes which are relevant to this situation, to the current DEIR, and hopefully can inspire major revisions by the authors of the 'I-90 Project'; the quotes/mantras are:

"Make no little plans; they have no magic to stir men's blood and probably will themselves not be realized. Make big plans; aim high in hope and work..."

"...I dream of things that never were, and ask 'why not'."

"You miss 100% of the shots you never take"

"Carpe diem!"

"You get one bite at the apple."

"Measure twice, cut once."

This lens' view clearly recognizes the scope and implications of what MassDOT has narrowly focused DEIR #15278 (i.e., Phase One being a localized roadway reconstruction project that

predominately facilitates GHG-producing cars and trucks and perpetuates regional disconnection, while wastefully postponing the most catalytic assets and improvements to later decades).

Avoid The Trap Of ‘Pennywise & Pound Foolish’

The current DEIR is antithetical to the above mantras and to the ambitious yet reasonable commitment to progress that they urge. Thus, with all due respect to its agencies, professionals/authors, and +\$1billion cost, DEIR #15278 is best characterized as: wastefully pennywise & pound foolish, timid, small-minded, myopic, vision-less, indecisive, incomplete, and flaccid in lacking a sense of urgency to plan, fund and implement a robust vision of improvements commensurate with the current opportunities.

It is clear that comprehensive transportation-oriented enhancements should realistically be pursued to capture the full Super-Regional breadth of the web of Allston-Gateway economic, environmental, and social opportunities...and to commit to bigger, bolder plans in the ‘here and now’ (i.e., Phase One)...and, to NOT delay implementation until 2030 or later to 2040. For example, MassDOT’s “plan” of waiting to retrofit Allston with a full, non-rail-layover West Station in 2040 is ridiculously too late and blasphemously wasteful; it will miss the window of local and global economic JMCQ-1 opportunity and competitiveness that full access would inject...in pun terms, by 2040 “the train” of maximum opportunity, efficiency and benefit will have ‘left the station’ almost 20 years earlier. New, transportation assets that foster improved arrays of eco-friendly mobility options are the key to unlock the incredible future and the genuine opportunities on The Commonwealth’s doorstep in Allston which have been largely spawned by Harvard (its largest landowner and world’s leading innovator) and, the institution’s purchase of the enormous tract of Beacon Yards from CSX. With Harvard University as the anchor and ‘sponsor’ of the development of Allston & Beacon Yards into a science/innovation-based economic engine, it is not a specious ‘pie in the sky’ notion that The Commonwealth would realize return-on-investment of epic proportions if fluid, multi-modal, multi-neighborhood transportation and transit access is planned, invested and constructed early in the second decade of this 21st Century. For The Commonwealth/MassDOT to increase investment (above and sooner than DEIR #15278) to realize the full palette of transportation linkages outlined by advocates, it will most certainly be result in a more fiscally prudent “sure thing” of returns than any state or city ‘incentives’ that were ever paid for Evergreen Solar, film tax credits, GE headquarters, etc.

Time For The Commonwealth To Be Bold; Do Not Pursue Mediocrity

Amazing transformative developments can be within early grasp to create a thriving new innovation district and neighborhood that will benefit and profit the entire Region...BUT ONLY IF the Commonwealth steps up aggressively to enact a truly pragmatic-but-ambitious, multi-layered plan of actions and programs...to be in-place “now”, by the mid-2020s. The specifics of these plans are being offered by hundreds of citizens and organizations and will serve to identify and correct the unfortunate deficiencies of vision, analysis, scope and commitment within DEIR #15278. Regrettably, the narrow-focus planning currently contained in DEIR #15278 is the same flawed ‘measure once’ and ‘pennywise and pound foolish’ policies that have caused the painfully inadequate transportation access that plagues the Seaport’s Innovation District, and which ultimately self-limits the district’s upside to thrive as a regionally-well-linked mixed use neighborhood.

Now is the time for the Baker Administration to ‘throw long’ with assertive, bold investments to seize the moment to go beyond a mere, one-dimensional highway construction project AND to courageously fund and nurture growing a regional-size ‘golden apple’ of a Greater-Allston/Harvard/BU Quadrant...to feed and to complete Massachusetts’ unique ring of education and tech/med innovation: MIT/Kendall Square - Innovation District/Seaport – LMA/MASCO.

Sound fiscal stewardship should always be practiced by our governor and executive agencies, BUT it would be irresponsible stewardship to under-fund, under-implement and overly delay the vital assets and action-oriented programming that will be identified in this point-of-view and by many other ‘voices’ who hope to achieve a multi-faceted “I-90 DEIR, 2.0”. We will secure mediocrity instead of capturing certain greatness, if MassDOT and The Administration do not listen to these ‘voices’ and they reject fully-funded early action to accomplish these aggressive but doable and mindful programs.

Where do we go from here? Pursue a framework of improvements in “I-90 DEIR, 2.0”...

Moving forward, it is vital to recognize the complex concepts, mixes of site jurisdictions/ownerships, and political sensitivity to investing in infrastructure improvements.

Consequently, I urge EEA and MEPA to require a coordinated and cooperative re-calibration of DEIR #15278 by MassDOT, DCR, Harvard, BU, the Cities of Boston/Cambridge/Brookline that incorporates and funds an enhanced ‘web’ of critically-linked projects into Phase One that will achieve a genuine Regional multimodal transportation asset...the composite of which more closely conforms to achieving safety, sustainability, desired mode shares AND which will accelerate Economic (jobs) & Social Growth in the district...replace with “DEIR #15278, 2.0”.

Components of Phase One of DEIR #15278, 2.0

- Remove the existence of an I-90 highway and MBTA commuter rail track barrier that separates Allston from municipalities/employment to the South, and which prevents circumferential, permeable cross-town mobility and transit, and impedes a broader access to Charles River open spaces. JMCQ-2

Several major, but doable changes need to be pursued to achieve this more enlightened and more fluid scenario. JMCQ-3

- A) I-90 must be re-constructed and re-built at ground level, with the four regular Worcester Line tracks. Removing this barrier will enable more fluid access of transit, bicycle and pedestrian access to the Charles River pathways and to key new/existing sites of employment, education and housing in the Allston Quadrant and points South. JMCQ-4
- B) Build a North-South surface extension to connect East Lane/Allston with Babcock St. & Malvern St./Brookline. To eliminate congestion and promote safety, this roadway should be restricted to carry only transit, shuttle buses and bike/ped users; private autos and commercial vehicles should be totally prohibited and excluded. Such a (new) roadway could provide a platform to add new MBTA bus routes that could benefit an array of riders with a faster, direct 1-seat ride access to Cambridge, Allston/SEC & ERC, Brookline, LMA/Boston; also, such an mobility asset could benefit environmental justice areas, such as Roxbury and Dorchester.
- C) With bike/ped overpasses above I-90 and the MBTA tracks, points North-South would have freer access to an enhanced network of separated bike and pedestrian facilities. As envisioned in The Peoples Pike. This would provide a wider population with support for Healthy Transportation travel options East-West and North-South; this would reduce automobile-centric travel and would contribute to a reduction of GHG. Also, to further augment regional non-motorized travel, the section of the Paul Dudley White multi-use path (aka, MUP) along The Charles called “the Throat” should have an approximately 20’-wide extension pathway built out into the Charles; this aspect could resemble a ‘boardwalk’; however, as with any MUP in the area, a new DEIR would need to specify agency responsibility AND funding for 52-week maintenance and surface cleaning.
- D) With I-90 at ground level in/around Allston, changes in the design are needed to protect residential streets from vehicle traffic which would occur due to the current plan’s flaw of exiting Northbound traffic from I-90 on to Cattle Drive/East Lane. Instead, it is critical that such an exit be designed to

connect on to Stadium Way, which aside from mitigating unsafe residential street intrusions would have the added benefit of more directly connecting to North Harvard Street and into Cambridge/Harvard Square.

- Given the strategic location of Allston, the location of Harvard's massive, active commitment to creating a Kendall Square-like economic engine and mixed use district with millions of square feet to-be-developed within the next decade, it makes total sense for Phase One of "I-90 Improvement" to fully-fund and build West Station as a full-scale, full-schedule dynamic multi-modal transportation hub...NOT a mere rail stop...and from its outset to build this hub without housing a toxic, wasteful and obstructive-to-permeability layover rail layover facility.

- A) Contrary to the grossly inaccurate, unfathomable, and miscalculated 'transit demand analysis' floated by MassDOT (of 250 riders/day), there is already sufficient demand and ridership to support such a station NOW and increasingly in the next 5 years as the Allston Quadrant is massively developed by Harvard and other entities.

For example, the EOT rail/DMU Study of 2009 which was conducted in the nascent stages of Allston's current emergence as a dynamic 'hub' for residential and economic growth, indicated robust population/density and ridership for West Station & Cambridge Street Station, with West Station 2009 ridership of 1600/day. In fact, that level of ridership would put it among some of the highest for any existing MBTA Commuter Rail station, especially when one considers the Greenbush or Fairmont lines or even Union Station/Worcester.

Additionally, more recently, in less than a decade, Brighton's Guest Street/New Balance district has emerged and will still grow tremendously; it and has and will benefit from the early-stage addition of Boston Landing rail transit. At Boston Landing...only a rail stop, not a multimodal transit hub...ridership already exceeds the build-threshold (i.e., 500 per day) by between +40% - +80%, AND that threshold was anticipated to be reached at full build-out, whereas build-out is only at 66%. PLUS, the strong Boston Landing ridership AND the flawed West Station projection (of 250) were based on an operationally weak MBTA schedule which only has 50% of Worcester Line trains stopping at either/any Allston rail station. Clearly, West Station would exceed Boston Landing ridership if it was a full transit hub by 2025, not a mere station stop, and if 100% of trains stopped there...which riders would demand to make connections to buses serving the NEW crosstown corridors to Harvard and to LMA.

ALSO, riders of MBTA Worcester Line and of buses would demand a stop at a REGIONAL Transit Hub of West Station to transfer to DMUs (which should be reintroduced as a people-mover concept) or to other MBTA rail that SHOULD be planned and funded connect West Station with MIT/Kendall Square via rehabilitated Grand Junction (with permitting for passage thru Cambridge by the City of Cambridge).

- B) Phase One should not include any MBTA train layover facilities as part of the structure, footprint or area of a West Station. ^{JMCQ-5} For what is intended to be an enlightened, surface level development in Allston of housing, commercial and fluid non-motorized and transit transportation, any rail layover would pollute the immediate and extended area with toxic fumes and with excessive noise from idling locomotives...just ask the residents of Brick Bottom in Somerville. Layover facilities in Allston would unnecessarily diminish general Quality Of Life, and would be a deterrent to potential residences and families. Currently, the DEIR indicates a plan to establish four tracks of layover, which would then be removed later...at additional wasted costs (which would be higher in 20 years)...in 2040. Meanwhile, the layover facility would detrimentally impact the scope and quality of growing, populating and developing a new innovation district. As alternatives to Allston's West Station location for any layover facility, in 2013 MBTA studied two other viable sites for a

layover...Readville and the BTD Tow Yard; either would be a suitable replacement and should yield to a 'non-layover West Station' as the Highest and Best Use of that Beacon Yard area for already-planned smart development and unobstructed East/West and North/South mobility. IF a layover area must be located along the Worcester Line, either trains could traverse Grand Junction to layover in BET/Somerville (an existing facility), OR, with some minor rail realignment, space for four trains could be made to layover farther upstream, starting Westward from Allston's Franklin Street overpass; this would bypass the major West Station/Cambridge Street developments to-occur, and would only abut commercial buildings which currently tolerate regular commuter rail traffic and noise pollution.

Thank you for the opportunity to comment upon the current 'I-90 DEIR', and offer suggestions to invest and to build a stronger, more mobile Commonwealth...early in the 21st Century.

Respectfully,

John McQueen

RTAC, MABPAB, TAC, WalkBoston

Cc: Hon. K. Honan, Hon. C. Dykema, Hon. W. Brownsberger, Hon. S. Didomenico, M. Ciommo, K. Casey, C. Dempsey, W. Landman, C. Denison

From: John Harold Miner <johnhminer@gmail.com>

Sent: Thursday, February 8, 2018 8:31 AM

To: Strysky, Alexander (EEA)

Subject: EEA 15278 Allston I-90

Dear Mr. Strysky:

I am writing in support of the All At-Grade variation as the preferred alternative for the reconstruction of the Mass Pike in Allston. This plan will help improve our fragmented neighborhood by allowing better access to other parts of Boston and the river. I do appreciate your careful consideration of this plan. JMIN-1

Thank you,

John Miner

10 Portsmouth St

Brighton, MA 02135

(617)254-2496

From: John Zinky [mailto:johnzinky@gmail.com]
Sent: Thursday, February 08, 2018 10:55 PM
To: Strysky, Alexander (EEA) <Alexander.Strysky@MassMail.State.MA.US>
Cc: John Zinky <johnzinky@gmail.com>; Cerbone, James (DOT) <James.Cerbone@dot.state.ma.us>; joseph.boncore@masenate.gov; jay.livingstone@mahouse.gov
Subject: Comments on DEIR for Allston I-90 Interchange Improvement Project

TO: 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

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

CC: Sen. Joseph Boncore at Joseph.Boncore@masenate.gov
CC: Rep. Jay Livingstone Jay.Livingstone@mahouse.gov.

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.

Every day Putnam Avenue backs up with traffic from 4-7pm with commuters waiting to get onto I-90. With new development enabled by the Allston interchange improvements, North/South traffic across the Charles can only get worse.

The only hope for my neighborhood is to increase the capacity across the river FOR ALL FORMS of transportation (Trains, Buses, Bikes, Pedestrians , and Autos).

I would like to emphasize these points in Henrietta's submittal:

- 1) West Station – implement as part of first phase of I-90.

Rail access First! come on your building over a rail yard

A Rail station with shuttles would help remove Auto commuters from the construction area.

JZ-1

- 2) Grand Junction Rail Bridge over Soldiers Field Road – reconstruct as part of I-90 Project.

Rail transportation is the only feasible way to get commuters into the Alston Area from the North.

Also, connecting Kendall Sqr with West Station will help drain commuters out of Kendall to the South.

JZ-2

3) Cambridge Access to/from the Turnpike – study expected travel times and develop acceptable traffic management plans.

JZ-3

As I am living every day, the on ramp for the I-90 spills into Cambridge and there needs to be relief from this traffic during and after this decade long construction.

4) Underpass under River Street Bridge for Pedestrians, Joggers, and Cyclists – support as part of future River Street Bridge reconstruction project

JZ-4

Enabling safe movement of people along and over the Charles means less Auto traffic disruption.

Sincerely,

John Zinky
234 Putnam Ave
Cambridge, MA

From: Jordan Krechmer <jkrechmer@gmail.com>
Sent: Thursday, February 8, 2018 11:27 PM
To: Strysky, Alexander (EEA)
Subject: I-90 Allston Interchange Public Comment

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
alexander.strysky@state.ma.us

Dear Secretary Beaton,

I am writing to urge that the MassDOT reconstruction of I-90 in Allston be oriented towards clean, safe, methods of transportation. This means priority for transit, cycling, and walking.

First, West Station should be constructed immediately as part of this project. This will provide alternate travel options to the congested Mass Pike. JK-1

Second, I urge you not to reconstruct the viaduct. The Pike should be rebuilt at grade level, which will be cheaper and more conducive to multimodal connections. JK-2

Finally, this project provides an opportunity to improve to cycling connection in Allston and the new neighborhood that is created. Streets should be downscaled to make them efficient to move people, not cars. The cycling and walking path next to the Charles should be expanded in the "Throat" section next. JK-3

Sincerely,
Jordan Krechmer

From: Kevin M. Carragee <kcarragee@suffolk.edu>

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

To: Strysky, Alexander (EEA)

Subject: MassDOT I-90 Allston Reconstruction

Dear Mr. Strysky:

This letter emphasizes the need to include public transportation options and other elements linked to proper urban design in the Mass Turnpike project in Allston.

We ask that this major initiative involve the planning and construction of a multi-model project. This project should include a commuter rail stop and improved bus services. In addition, the project should focus on improving public access to the Charles River as well as improvements designed for bicyclists and pedestrians.

Given these concerns, we favor the all at-grade option for the redesign of the Mass Pike in Allston. We also endorse expanding the green space along the Charles River, providing better access to the river by pedestrians and bicyclists. As you know, the current pedestrian/bike path along the Charles River narrows dramatically in Allston. We now have a once-in-a-lifetime opportunity to expand this path in a significant manner. KC/EM-1
KC/EM-2

In addition, Harvard University's recent commitment to fund a significant part of the overall project provides another significant reason to seize the opportunity before us. The Commonwealth should seize this moment, ensuring a more sustainable future for residents of Allston-Brighton as well as Brookline and Cambridge.

We need to move beyond the failed emphasis in transportation projects on car-focused designs. This emphasis has contributed to the massive traffic delays that now sadly characterize daily commutes to Boston. We especially need to design an urban transportation infrastructure that relies extensively on public transportation. This is especially true in the Allston-Brighton area that is and will experience rapid growth in the future.

We should seize the dramatic opportunity that now confronts us; we should adopt a multi-modal approach, with a particular emphasis on public transportation. An automobile-centric design will squander a wonderful opportunity for designing for the future, rather than the past.

Cordially,

Kevin M. Carragee
Ellen M. McCrave
58 Cresthill Road
Brighton, MA 02135
kcarragee@suffolk.edu

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. KW-1
- West Station – implement as part of first phase of I-90. KW-2
- Grand Junction Rail Bridge over Soldiers Field Road – reconstruct as part of I-90 Project. KW-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. KW-4
- Underpass under River Street Bridge for Pedestrians, Joggers, and Cyclists – support as part of future River Street Bridge reconstruction project. KW-5
- Cambridge Access to/from the Turnpike – study expected travel times and develop acceptable traffic management plans. KW-6
- Noise – develop effective noise barriers and other features to reduce existing harmful noise impacts from Turnpike on Cambridgeport, Riverside and Magazine Beach Park. KW-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. KW-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. KW-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. KW-10
- Pathways on Cambridge side of Charles River – improve to accommodate increased use while Paul Dudley White Path is closed during construction. KW-11

Sincerely,
Kevin Wilson
24 Kelly Rd
Cambridge, MA 02139

From: Gluck, Kimberly <kgluck@bostontrust.com>

Sent: Thursday, February 8, 2018 10:55 AM

To: Strysky, Alexander (EEA)

Cc: advocacy@thecharles.org

Subject: Unchoke the throat!

Dear Mr. Strysky,

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 Storrow 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

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 | Web: www.waldenassetmgmt.com

From: ilan levy [mailto:ilan@genrealty.com]
Sent: Thursday, February 08, 2018 1:16 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; mike.connolly@mahouse.gov
Subject: Citizen's response to I-90 Interchange DEIR

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. KIL-1
- West Station – implement as part of first phase of I-90. KIL-2
- Grand Junction Rail Bridge over Soldiers Field Road – reconstruct as part of I-90 Project. KIL-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. KIL-4
- Underpass under River Street Bridge for Pedestrians, Joggers, and Cyclists – support as part of future River Street Bridge reconstruction project. KIL-5
- Cambridge Access to/from the Turnpike – study expected travel times and develop acceptable traffic management plans. KIL-6
- Noise – develop effective noise barriers and other features to reduce existing harmful noise impacts from Turnpike on Cambridgeport, Riverside and Magazine Beach Park. KIL-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. KIL 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. KIL-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. KIL-10
- Pathways on Cambridge side of Charles River – improve to accommodate increased use while Paul Dudley White Path is closed during construction. KIL-11

Sincerely,

Kristin & Ilan Levy,
148 Spring st,
Cambridge, MA, 02141

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From: Kristine Jelstrup [mailto:kejelstrup@gmail.com]
Sent: Thursday, February 08, 2018 10:20 AM
To: Strysky, Alexander (EEA) <Alexander.Strysky@MassMail.State.MA.US>
Cc: Cerbone, James (DOT) <James.Cerbone@dot.state.ma.us>
Subject: I-90 DEIR

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. We need to behave like a 21st century city and move away from being car centered! KJ-1
- West Station – implement as part of first phase of I-90. I am especially passionate that West Station be built sooner than later KJ-2

and am in support of the letter Senators DiDomenico, Boncore and Representatives Livingston and Connolly sent

you which I have attached below.

- Grand Junction Rail Bridge over Soldiers Field Road – reconstruct as part of I-90 Project. KJ-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. KJ-4
- Underpass under River Street Bridge for Pedestrians, Joggers, and Cyclists – support as part of future River Street Bridge reconstruction project. KJ-5
- Cambridge Access to/from the Turnpike – study expected travel times and develop acceptable traffic management plans. KJ-6
- Noise – develop effective noise barriers and other features to reduce existing harmful noise impacts from Turnpike on Cambridgeport, Riverside and Magazine Beach Park. KJ-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. KJ-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. KJ-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. KJ-10

- Pathways on Cambridge side of Charles River – improve to accommodate increased use while Paul Dudley White Path is closed during construction. KJ-11

Sincerely,

Kristine Jelstrup

120 Pleasant Street, #2, Cambridge, 02139

From: Linda Mar <lmr@alum.mit.edu>
Sent: Thursday, February 8, 2018 7:16 PM
To: Strysky, Alexander (EEA)
Cc: advocacy@thecharles.org
Subject: I-90 Interchange Reconstruction Project

Dear Secretary Beaton,

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

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

The DEIR is also inconsistent with the City of Boston's Imagine Boston 2030 and Go Boston 2030 plans and the Boston Planning and Redevelopment Agency's I-90 Allston Placemaking Study. While it is commendable that the MBTA is in the process of launching a Commuter Rail Vision Study, it is unacceptable that MassDOT's Allston DEIR perpetuates out-dated thinking (using valuable acres of urban land for rail layup) while it should instead support better mid-day service, construction of West Station in the first phase, and steps to move forward with passenger service on the Grand Junction. LMAR-2 LMAR 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 LMAR-6
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept LMAR-7
3. Study how separate paths for biking and walking can be provided in the entire section of Charles River Parkland from the River Street Bridge to the BU Bridge, including the "throat," for all viaduct and at-grade options. This study should include consideration of a boardwalk (both temporarily during construction and as a permanent structure) and the use of fill, and how to mitigate impacts on the river by restoring today's degraded bank into a "living shoreline" of native vegetation. Consider how this can be done both as part of the I-90 project or in a subsequent project. LMAR-8 LMAR-9
4. Construct new footbridges near Agganis Way and Amory Street that cross over the highway and link Commonwealth Ave in Boston and Brookline to the Charles River parkland to further encourage commutes by bike. LMAR-10

Sincerely,

Linda Mar
12 Traymore St.
Cambridge, MA 02140

From: Linda Mar <lmr@alum.mit.edu>
Sent: Thursday, February 8, 2018 7:16 PM
To: Strysky, Alexander (EEA)
Cc: advocacy@thecharles.org
Subject: I-90 Interchange Reconstruction Project

Dear Secretary Beaton,

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4. Construct new footbridges near Agganis Way and Amory Street that cross over the highway and link Commonwealth Ave in Boston and Brookline to the Charles River parkland to further encourage commutes by bike. LMAR-10

Sincerely,

Linda Mar
12 Traymore St.
Cambridge, MA 02140

From: Linda Sharpe <lcsharpe@verizon.net>
Sent: Thursday, February 8, 2018 6:25 PM
To: Strysky, Alexander (EEA)
Cc: comments@walkboston.org
Subject: Allston/I-90 Billion Dollar Project - How about a multi-modal solution?

Dear Mr. Strysky:

I am writing as a decades-long user of the Charles River paths from Watertown to the dam. I want to add my voice to those demanding that the Commonwealth "Unchoke the Throat." Through the years, I have LSH-1 walked, jogged, run, rollerbladed, and biked along the river - an amazing resource available to all. I find it difficult to understand why a billion dollar project has not included the improvement of a section of the river path that sorely needs it. We are a world-class state, region and city that needs to boldly express that status in its public accommodations. Give us more of a choice in the mode of our commute which will add health, environmental, and traffic congestion relief benefits for us all.

Best regards,
Linda Sharpe
42 Crescent Road
Belmont, MA 02478

From: Lisa Smith <lisasmith2012@live.com>
Sent: Thursday, February 8, 2018 3:28 AM
To: Strysky, Alexander (EEA)
Subject: Reconstruction of the Mass Pike in Allston 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
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. LSM2-1

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. LSM2 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 LSM2-6
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept LSM2-7
3. Reduce the number of lanes in streets throughout the proposed urban grid to create a LSM2-8
safer environment more conducive to walking and biking.
4. Study how separate paths for biking and walking can be provided in the entire section of LSM2-9
Charles River Parkland from the River Street Bridge to the BU Bridge, including the
"throat", for all viaduct and at-grade options. This study should include consideration of a LSM2-10
boardwalk (both temporarily during construction and as a permanent structure) and the
use of fill, and how to mitigate impacts on the river by restoring today's degraded bank
into a "living shoreline" of native vegetation. Consider how this can be done both as part
of the I-90 project or in a subsequent project.
5. Construct new footbridges near Agganis Way and Amory Street that cross over the LSM2-11
highway and link Commonwealth Ave in Boston and Brookline to the Charles River
parkland to further encourage commutes by bike.
6. Introduce new North-South bus routes that cross over the highway and connect North LSM2-12
Allston and Commonwealth Ave, and by extension Harvard Square and Longwood.
7. Fully evaluate the possibility of shifting the rail lines away from the abutting homes and LSM2-13
creating an at-grade, off-road walk/bike path from the Regina Pizzeria end of Harvard Ave
to West Station and over the at-grade highway to the Charles River. A simple barrier wall
is insufficient mitigation for the Environmental Justice community that is so heavily LSM2-14
burdened by the air pollution, noise pollution, and vibration impacts of the highway and
rail.
8. Study how to upgrade the Grand Junction railroad linking West Station, Kendall Sq. and LSM2-15
North Station, and enhance the Grand Junction Bridge to become a walk/bike connection
between the Charles River parkland in Cambridge and Boston.
9. Evaluate increasing off-peak commuter rail service between Worcester and Boston— LSM2-16
obviating the need to build a layover area to store idle trains in Allston.

Sincerely,

Lisa Smith
57 Everett Street
Allston, MA 02134

Sent from [Mail](#) for Windows 10

From: [People's Pike](#)

Sent: Wednesday, February 7, 2018 2:31 PM

To: lisasmith2012@live.com

Subject: FRIDAY deadline to submit comments

1.0 Before the comment period ends Friday

Please email alexander.stryisky@state.ma.us to support the the All At-Grade variation as the Preferred Alternative for the reconstruction of the Mass Pike in Allston.

This rendering from A Better City and the design firm NBBJ shows how new paths, footbridges, and green-space can be part of the All At-Grade design making a modest extension of the shoreline. The added green-space would buffer people from the highway and a soft, gradual river edge slope could improve wildlife habitat and help to naturally clean storm water before it reaches the river.



New footbridges can be built over the highway and rail lines to connect Boston University, Commonwealth Avenue, and Brookline to the Charles River path. One footbridge would be next to Nickerson Field at Agannis Way and the other at the Boston end of the BU Bridge.

With your email to alexander.stryisky@state.ma.us supporting West Station, a busway connecting North Allston and Commonwealth Avenue, an All At-Grade highway, and expanded parkland with separated walking and biking paths from the River Street Bridge to the BU Bridge, and new footbridges from Commonwealth Avenue to the river, we hope this project will be a success that we are all proud of.

Email your comments by Feb 9 to

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

Please include your full name and mailing address. Looking for ideas about what to write? Here is [a sample letter](#) to help you get started.

