



## THE LAWRENCE & LILLIAN SOLOMON FOUNDATION

Herbert Nolan | Deputy Director

December 19, 2017

Matthew Beaton, Secretary, EEA  
Attn: Alex Strycky, MEPA office  
EEA Nol 15278  
100 Cambridge Street, 9th Fl  
Boston, MA 02114

✓ cc MassDOT Highway Division  
Environmental Services Section  
Attn: James Cerbone  
Ten Park Plaza, room 4260  
Boston, MA 02116

### RE I-90 Allston Interchange

Dear Secretary Beaton,

Having delivered park projects up and down the Charles River over the years in partnership with the DCR and advocated for an Allston Esplanade, I commend the MassDOT design team on their plan to shift Soldiers Field Road (SFR) back from the river - a major improvement over the original plan. By depressing SFR they have made it possible to access the Allston Esplanade with an at-grade pedestrian connection while accommodating vehicular access on and off SFR - a win/win design move. I can see in the preferred 3K scheme the positive influence of the BSA urban design charrette and the work of the NBBJ team led by Alex Kreiger and Alan Mountjoy. The introduction of Cambridge Street South as an urban spine leading to the river and the human-scaled pattern of blocks, will make for a far more attractive and accessible neighborhood in the future. In my opinion these blocks can support significant heights and density - assuming public transit is made part of the build out.

The landowner of the isolated Beacon yards property, Harvard University, is being handed a tremendous windfall it should be noted. The public infrastructure of bridges, roads, walks and parks will unlock the development value of those 60 acres. To those to whom much is given, much should be expected. It may be decades away but when development finally comes to the Beacon Yards justifying further investment in transit improvements Harvard should help finance those public improvements. Without adequate public transit it will be difficult to achieve the development densities that the site ought to support.

In regards to the "throat area," the quality of the experience for walkers, runners, and cyclists along the river should be a key consideration in choosing an option. Adequate room for trees is essential. The level of noise is a key consideration here as well. More might be done to mitigate noise through the use of low barriers along the roadway to reflect noise away from the river. I would caution against walls on the landward side of the westbound SFR lane which would reflect highway noise *towards* the river path making the pedestrian experience worse.

HN-1  
HN-2

Next time a project of this magnitude comes along in a metropolitan setting, MassDOT would be well advised to bring in urban designers at the very beginning of conceptual design and not wait. Rather than complicate and slow things down this could speed things up in the end and add real value.

All my best

Herbert Nolan

**From:** [Roochnik, David](#)  
**To:** [Stryisky, Alexander \(EEA\)](#)  
**Subject:** letter for Secretary Beaton  
**Date:** Wednesday, December 20, 2017 1:43:15 PM

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

Dear Secretary Beaton;

I write to urge you in the strongest possible terms to oppose the postponement of the construction of the West Station. If this project is postponed it will lead to non-transit oriented development and increased motor traffic as Harvard builds its new Allston campus. DRO1-1

In my view, what is needed is a direct connection for busses and shuttles between Beacon Park Yards, West Station, and Commonwealth Avenue. This would encourage the development of a new Bus Rapid Transit line that would provide a much faster and more efficient connection between Brookline and Harvard Square. A bridge dedicated to bus traffic only would result in a minute increase in traffic, while greatly reducing transit times for thousands of mass-transit riders by connecting the disparate spokes of our transit system. DRO1-2

Thank you,  
David Roochnik  
117 Stedman Street  
Brookline, MA 02446

**From:** [Elizabeth Egan](#)  
**To:** [Strycky, Alexander \(EEA\)](#)  
**Subject:** Public feedback - I90 Interchange/Beacon Yards  
**Date:** Wednesday, December 20, 2017 5:17:58 PM

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Dear Secretary Beaton,

I am writing to provide feedback and support of the I90 Interchange Project and hope that you will stand with goal of including multi-modal transportation infrastructure development in the beginning phase of the project.

With this unprecedented opportunity to develop a wide swath of open land, the region can have a significant positive environmental and economic result from thoughtful and comprehensive planning. Beacon Yards will serve as a hub of science and innovation as well as public-private partnerships for Harvard, planing should be looking to the future to support growth and not have non-vehicular access as an add on. Building West Station as part of phase one of the project is imperative.

EEG-1

The Development of the Allston I90 Interchange has the power to change the community for the better. We know that the expansion of public transportation relieves congestion on existing infrastructure, including roadways and other public transportation lines. Additionally, the public health benefits have long term impacts on the overall health of the Commonwealth and have been shown to reduce medical costs.

When we look at the development of the Seaport area and the lack of comprehensive multi-modal transportation planning and the lack of infrastructure to support a thriving economic, social and residential hub, we see a missed opportunity. The silver line is at capacity, parking is at a premium and traffic snarls at every turn. This dense neighborhood is limited by the lack of infrastructure to support movement.

Encouraging public-private and other non-profit partnerships to fund development is nothing new to Allston-Brighton. The Boston Landing development leveraged funding from New Balance to build the station and we are now seeing the positive economic impact of public transportation projects in our community. The area continues to have construction activity and has spurred housing, office space, retail and open space in an area of Allston that was derelict and of limited use to the community. The development of the Second Ave Subway line in New York created over 35,000 jobs, paid millions in wages and has fostered new development projects.

West Station should not be an add on. The true smart development of an integrated multi model will include infrastructure for walking, biking, vehicular highway and street traffic as well as mass transit. We must strive to create a neighborhood that serves as more than just an off ramp.

Elizabeth Egan, MPH, LICSW  
Brighton Resident  
1726 Commonwealth Ave

**From:** [Frank Epstein](#)  
**To:** [Strysky, Alexander \(EEA\)](#)  
**Subject:** North Brookline; traffic  
**Date:** Wednesday, December 20, 2017 6:45:48 PM

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Dear Mr. Strysky, everything I read these days about this project warn of increased traffic on two streets Babcock and Pleasant streets. I wonder what if any alternatives have been explored so as not to increase traffic on these two busy residential streets. thank you for this consideration. frank epstein (Pleasant St)

FE1-1

**From:** [Louise Johnson](#)  
**To:** [Strycky, Alexander \(EEA\)](#)  
**Subject:** EEA No. 15278 - MassDOT I-90 Allston Reconstruction  
**Date:** Wednesday, December 20, 2017 3:22:21 PM

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I would just like to express my dismay and anger at the lack of a public transportation option in the Allston /Brighton reconstruction plan that MassDOT presented at their meeting 2 weeks ago.

It is not acceptable to blame a lack of funding on having no public transportation in a major commuting overhaul of the Mass Pike interchange area. It is time to start limiting the cars coming into the city and that means beefing up the public transportation option first.

Go back to the drawing board and take a book out of the library that is newer than the 1960s and the Robert Moses approach to urban planning.

Louise Johnson 20 Malcolm Rd Boston, MA

**From:** [Cerbone, James \(DOT\)](#)  
**To:** [Strycky, Alexander \(EEA\)](#)  
**Cc:** [Nathaniel Cabral-Curtis](#); [Fobert, Mark](#)  
**Subject:** FW: I-90 Allston DEIR Comment  
**Date:** Wednesday, December 20, 2017 9:14:28 AM

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Hi Alex,

See comment below.

Regards,

Jim

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**From:** Nathaniel Cabral-Curtis [<mailto:ncabral-curtis@hshassoc.com>]  
**Sent:** Tuesday, December 19, 2017 3:59 PM  
**To:** Cerbone, James (DOT)  
**Subject:** I-90 Allston DEIR Comment

To share with MEPA. I let him know I would forward it, but to tell his friends to go right to Alex. I shared the address.

Regards & Good Wishes,  
-Nate

**From:** [stonebits@gmail.com](mailto:stonebits@gmail.com) [<mailto:stonebits@gmail.com>] **On Behalf Of** Rich Ferrante  
**Sent:** Monday, December 18, 2017 5:18 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** West station

Just wanted to add my name to those protesting the delay of West Station. Like them, I believe that mass transit should precede development and, like most, I think we should learn from the deficiencies of Seaport. RF-1

As an Allston resident\*, I think that West Station is critical to the future development, not only of Allston, but also the nearby Central and Kendall Square areas of Cambridge.

When I worked at a Pharma in Central Square, one of the biggest concerns potential employees from out of state had about joining us was housing costs. It's no secret that our *in-town* housing costs are very high relative to much of the country. This makes it imperative to facilitate easy commuting from the (relatively) affordable western suburbs if Massachusetts is to continue to grow. Auto commuting times into these areas are abysmal, while the Byzantine trek to Kendall or Central from South Station is barely practical, even in theory. A bus connection at West station to Cambridge, on the other hand would make this commute practical and reasonably pleasant.

Neither the state, nor the region can continue to prosper without being a leader on this. We certainly aren't being a leader if **West Station 2040** is the slogan for our vision of the future.

---rdf

\*let me know if you need my address

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Richard Ferrante

e-mail: [ferrante@acm.org](mailto:ferrante@acm.org)

**From:** [State Senator Will Brownsberger](#)  
**To:** [Strysky, Alexander \(EEA\)](#)  
**Subject:** RE: Transportation Amnesia In Allston?  
**Date:** Thursday, December 21, 2017 11:17:30 AM

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Yup. Nice piece.

Will Brownsberger State Senator  
Back Bay, Fenway, Allston, Brighton, Watertown, Belmont  
617-722-1280 (office)  
617-771-8274 (cell)

Visit Will Brownsberger dot com for news.  
Just let us know by reply email if you want your email address removed from our database.

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*"Now is the time to tell MassDOT how disappointed we are" - State Representative Mike Moran*



"If MassDOT builds West Station in the distant future — or not at all — that decision will profoundly shape what happens in Beacon Yards, and not for the better. The Seaport shows how public transit, unless planned well in advance, will lag far behind private development. By 2040, Beacon Yards may already look like a suburban office park, with all the vehicular gridlock that approach entails." - [Dante Ramos in The Boston Globe](#)

## MassDOT needs to hear from you! Email your comments 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](mailto:alexander.strysky@state.ma.us)

Please include your full name and mailing address





The "Codcast" is the podcast of Commonwealth Magazine, and [in this episode](#) the folks from TransitMatters (Josh Fairchild and James Aloisi) sit down with Jessica Robertson and Ari Ofsevit to talk about the I-90 Allston project and the need to build West Station sooner rather than later.

## January info sessions! RSVP at

<https://www.facebook.com/pg/AllstnBrightonCDC/events/>:

- Wednesday, January 3: 8:00am – 10:00am at Swissbakers (168 Western Ave, Allston)
- Thursday, January 4: 12:00pm – 2:00pm at Honan-Allston Library (300 N. Harvard St, Allston)
- Wednesday, January 10: 6:00pm – 8:00pm at Presentation School Foundation, Community Room (640 Washington Street, Brighton)
- Thursday, January 11 : 6:00pm – 8:00pm at All Bright Community Center (1287B Comm. Ave, Allston)
- Saturday, January 13: 10am – 4:00pm at Ross Miller's Studio (107 Franklin Street, Allston)
- Tuesday, January 16: 5:30pm – 7:30pm at Landry's Bicycles (1048 Comm. Ave – NEW LOCATION for Landry's Boston Store)
- Wednesday, January 17: 7:00am – 10:00am at Refuge Café (155 Brighton Ave)

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Follow the People's Pike on Facebook and Twitter



Dec. 21, 17

Janis Bellow 25 Crowninshield Rd. Brookline MA 02446

Mr. Matthew A. Beaton,  
Secretary of Energy and Environmental Affairs  
100 Cambridge Street 9<sup>th</sup> Floor  
Boston, MA  
02114

RECEIVED  
DEC 27 2017  
MEPA

Re: I-90 Allston Interchange Project

Dear Mr. Beaton,

It is with deep dismay that I follow the recent information about plans moving forward for the I-90 Allston Interchange Project. For the past several years I have lived in a residential neighborhood that has been an appropriate place to raise a special needs child and to live in peace among good neighbors.

Now it seems that regardless of whether or not the plans for West Station are significantly delayed, we are likely to see a massive increase in vehicular traffic in our immediate neighborhood with the proposed new Allston I-90 interchange and plans under consideration for the use of Babcock and/or Malvern Streets for vehicular access connection between the interchange and Commonwealth Ave. I am deeply dismayed by this possibility. The resulting increase in traffic on Pleasant Street, Babcock Street and St. Paul Street would have a profoundly negative effect on our lives. Since recent studies show that we're looking at an increase of between 770 and 900% (!!!) in vehicular traffic on Malvern Street, the outcome for us would be nothing short of disastrous. Already traffic conditions in this area are less than safe for young and/or disabled children and old people, and line-ups in the morning and the evening en route to work are endless. If this new proposal should be visited on us we would have to navigate immeasurably worse conditions on a scale of magnitude that is quite frankly unimaginable.

JB1-1

Here are four more thoughts that I would like to share with you:

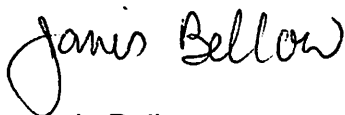
- 1) My personal opinion is that the traffic concerns of residential neighborhoods should take precedence over Harvard Street in Allston, which is an entirely commercial area.
- 2) Malvern and Pleasant Streets are very narrow roads. With snowstorms, Pleasant often can accommodate one-way traffic only for significant stretches.
- 3) Traffic commonly gets backed up on Pleasant St due to heavy foot traffic at the corner with Commonwealth Ave, limiting the number of cars that can turn right at the traffic light.
- 4) Brookline is considering making Babcock one-way northbound to

accommodate dedicated bike lanes. That would put even more southbound traffic on Pleasant and create nightmare backlogs on Commonwealth Ave as cars from the Pike that are heading eastbound on Commonwealth Ave wait to turn right onto Pleasant.

Our entire neighborhood feels shock waves running through it at even these preliminary deliberations about our future. We are fully aware that all that we prize in our community will disappear if the proposed plan goes forward.

Thank you so much for your consideration.

Respectfully yours—

A handwritten signature in black ink that reads "Janis Bellow". The signature is written in a cursive, flowing style with a large initial "J".

Janis Bellow

Cc: James Cerbone

**From:** [Rob Allison](#)  
**To:** [Strysky, Alexander \(EEA\)](#)  
**Subject:** EEA No. 15278 - MassDOT I-90 Allston Reconstruction  
**Date:** Thursday, December 21, 2017 1:00:48 PM

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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,

We need West Station. We need responsible planning. The residents of Allston have long suffered from too little infrastructure planning to accompany the too many sweetheart development deals with Harvard and B.U. Please, do not let us down again. RA1-1

Thank you.

Robert Allison  
41 Litchfield St. #1  
Brighton, MA 01235

**From:** [Gina foote](#)  
**To:** [Strysky, Alexander \(EEA\)](#)  
**Subject:** EEA No. 15278 - MassDOT I-90 Allston Reconstruction  
**Date:** Thursday, December 21, 2017 11:00:38 AM

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Please build West Station in Allston!! Boston, Allston, and our Climate need expansion of public transit!  
Reactive the rail line across the Charles River and through East Cambridge. Boston and Cambridge  
would be TRANSFORMED and so would the lives of many hard working commuting workers and  
families.

VF1-1

Best,

Virginia Foote  
gfoote28@gmail.com  
(617) 480-3607 m  
Cambridge, MA

**From:** Cerbone, James (DOT)  
**To:** [Nathaniel Cabral-Curtis](#); [Fobert, Mark](#)  
**Subject:** FW: traffic disaster on Pleasant Street as a result of the 1-90 Allston Interchange Project  
**Date:** Tuesday, December 26, 2017 9:19:18 AM

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Hi Guys,

See below.

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**From:** Amy Shulman Weinberg [mailto:[ajsweinberg@gmail.com](mailto:ajsweinberg@gmail.com)]  
**Sent:** Saturday, December 23, 2017 11:10 AM  
**To:** Strysky, Alexander (EEA)  
**Cc:** Cerbone, James (DOT); [bfranco@brooklinema.gov](mailto:bfranco@brooklinema.gov); [nwishinsky@brooklinema.gov](mailto:nwishinsky@brooklinema.gov); [nheller@brooklinema.gov](mailto:nheller@brooklinema.gov); [bgreene@brooklinema.gov](mailto:bgreene@brooklinema.gov); [hhamilton@brooklinema.gov](mailto:hhamilton@brooklinema.gov)  
**Subject:** traffic disaster on Pleasant Street as a result of the 1-90 Allston Interchange Project

Dear Mr. Beaton,

I live on Copley Street in Brookline located between Babcock and Pleasant Streets. I write to express my alarm at the huge increase of traffic that would descend upon these streets as a result of the 1-90 Allston Interchange Project as it is currently being discussed. Pleasant Street is already barely wide enough for two cars to pass each other safely under the best of circumstances, and at each end, there are routinely long lines of traffic turning into heavy traffic on Commonwealth Avenue and Beacon Street. An increase in the amount of traffic pouring into these already crowded streets would be untenable. ASW-1

Our neighborhood and the surrounding areas are full of children walking or riding their bikes to and from school, crossing already busy streets. As you may know, the blocks are quite short in and around our neighborhood, and with so many intersections, navigating the streets as a pedestrian, biker, or driver can be daunting.

I ask that you not make any decisions that would increase the amount of traffic going through and around our streets. They were not designed to accommodate such an onslaught. Such an increase would lead to a dangerous and unsustainable outcome.

Thank you very much for your consideration.

Sincerely,

Amy Shulman Weinberg, 25 Copley Street, Brookline, MA 02446

**From:** [Ted Pyne](#)  
**To:** [Strysky, Alexander \(EEA\)](#)  
**Subject:** Allston-I-90 Interchange Project  
**Date:** Saturday, December 23, 2017 3:58:07 PM

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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](mailto:alexander.strysky@state.ma.us)

Dear Secretary Beaton,

For Greater Boston to grow and thrive in the decades ahead, we need to invest now in better public transit. Harvard wants to develop 75 acres in Allston and others envision thousands more units of housing in Allston. Massive growth is coming to Boston and Cambridge and will further strain further the already over-capacity Mass Pike.

The Allston I-90 reconstruction project can go one of two ways.

It could be a highway-only project that builds fat, wide new roads that discourage walking and biking and create even more traffic which will impact the surrounding neighborhood streets. Getting on and off the Pike in Allston, which is already bad enough, will get even worse because the existing ramps are replaced with multiple signalized intersections. Driving on the Pike continues to be the only route for commuting from the western suburbs to Cambridge and Boston, making it worse for everyone trying to use the Pike to get to 93, Logan, South Boston, Newton, and beyond. Unfortunately, this is the project's current trajectory.

The other way forward, which I ask you to support, goes like this:

- New local streets will have 4 or fewer lanes, reinforcing Boston's reputation as a walking city and making it more bike-friendly. These human-scaled streets will work because transit will be a key component of the project's first phase and fewer people will be driving through Allston. TP-1
- West Station, perhaps as an less-expensive interim station, is also completed by 2025 in Phase One. West Station's location gives it a much greater regional role than Boston Landing which is great for the nearby Guest Street area but has limited ability to connect with other major areas of housing and employment. West Station connects the Worcester Line suburbs to Cambridge - initially via transfers to the 66 and 64 buses and perhaps someday by rail on the Grand Junction line. TP-2
- A new street will be built over the highway to create a North Allston-Comm Ave bus connection that makes possible highly-desired bus routes between Porter, Harvard, Allston & West Station, Boston University, Longwood, and Dudley. This north-south bus route makes West Station a true transit hub for thousands of people every day and vastly increases the value of land around it. TP-3
- How to afford these elements? Rebuild the highway at-grade instead of on an elevated TP-4

viaduct. Not only will this save millions of dollars, it also allows construction on air-rights above the highway and new footbridge connections from Comm Ave (near St Paul Street) to the Charles River Parklands.

We only get to make choices like this once. Recognizing our desire to reduce greenhouse gas emissions, create a carbon neutral city, meet the goals of the Paris Climate Agreement, and compete globally to be the best city in which to work and live, please decide to invest now in more than just a highway.

Sincerely,  
Ted Pyne  
Acton



**From:** [John Prince](#)  
**To:** [Strysky, Alexander \(EEA\)](#)  
**Subject:** West Station  
**Date:** Sunday, December 24, 2017 3:31:46 PM

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I am writing to strongly disagree with the proposal to delay building the West Station in Allston until after a study to determine if there is enough "demand" to justify the need. The "demand" and need for West Station and transit improvements as part of the Allston I90 project is now, in 2017, not in 2040.

JPR1-1

John Prince  
35 Donnybrook Road  
Brighton MA 02135  
+1 (617) 640-0870

**From:** [\[REDACTED\]](#)  
**To:** [\[REDACTED\]](#)  
**Subject:** LEA NO. 152/8 - MASSDOT I-90 Allston Reconstruction  
**Date:** Tuesday, December 26, 2017 10:41:33 AM

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Alex,

I have lived in the Boston area since 1963, currently living in Jamaica Plain. I have become involved in several meetings concerning the Allston turnpike project. I have to say that I was shocked when the recent meeting was informed that West Station was not in the current project plan and would be delayed. I want to point out several considerations:

- Even after reconstruction, the Turnpike will be at or over capacity. Anything that discourages alternative means of transportation into and through Boston will only exacerbate current traffic problems. These problems are already affecting the economy of the Boston area, as people spend more time commuting and less time being productive.
- The bloated estimate of the cost of West Station assumes that it would require bus storage and turnaround, something which can be avoided by better scheduling and route design. We are finally getting rid of a large railroad yard, and we should not be replacing it with expensive transit storage which doesn't belong in this location. Much more reasonable alternatives have already been proposed. DO-1
- Without West Station, we lose the opportunity to tie together the most productive areas of the metro area (Kendall Square, Harvard Square, medical areas) with access that encourages use of public transit. In particular, the Grand Junction right-of-way can certainly be better used than it has been for all these years. DO-2
- Planning should lead development, rather than waiting for development to require planning. Without properly planning West Station now, we will have much less control over the desired development in Allston. DO-3

I am sure there are other considerations you are already aware of. The bottom line is, we need to get this one right, this time. Thank you.

David Ofsevit  
509 Centre Street Apt. 1  
Jamaica Plain, MA 02130  
617-429-5383  
[ofsevit@alum.mit.edu](mailto:ofsevit@alum.mit.edu)

Michele DiSerio  
204 Pleasant St.  
Brookline, MA 02446

Mr. Matthew A. Beaton  
Secretary of Energy and Environmental Affairs  
100 Cambridge Street, 9<sup>th</sup> Floor  
Boston, MA 02114

Re: I-90 Allston Interchange Project

Dear Mr. Beaton,

It is with great frustration and dismay that I follow the recent information about plans moving forward for the I-90 Allston Interchange Project. I moved to North Brookline because it was a safe place for my children, and for the past several years I have lived in a **residential** neighborhood. Living on Pleasant St., the existing traffic can sometimes be treacherous and the MANY children trying to cross the street to get to school are in danger due to lack of crosswalks, stop signs and increasing traffic.

Now it seems that regardless of whether or not the plans for West Station are significantly delayed, we are likely to see a massive increase in vehicular traffic in our immediate neighborhood with the proposed new Allston I-90 interchange and plans under consideration for the use of Babcock and/or Malvern Streets for vehicular access connection between the interchange and Commonwealth Ave. The resulting increase in traffic on Pleasant Street would have a profoundly negative effect on our lives. Since recent studies show that we're looking at an increase of between 770 and 900% (!!!) in vehicular traffic on Malvern Street, the outcome for us would be nothing short of disastrous. Already traffic conditions in this area are **less than safe** for pedestrians, and line-ups in the morning and the evening are endless. This new proposal is completely unacceptable, and frankly will destroy this neighborhood, cause great danger to our children, and diminish home values. MS-1

- **Residential** neighborhoods should take **precedence** over Harvard Street in Allston, which is an entirely commercial area.
- Pleasant Street is very narrow road. With snowstorms, Pleasant often can accommodate one-way traffic only for significant stretches.
- Traffic commonly gets backed up on Pleasant St due to heavy foot traffic at the corner with Commonwealth Ave, limiting the number of cars that can turn right at the traffic light.
- Brookline is considering making Babcock one-way northbound to accommodate dedicated bike lanes. That would put even more southbound traffic on Pleasant and create **nightmare backlogs on Commonwealth Ave as cars from the Pike that are heading eastbound on Commonwealth Ave wait to turn right onto Pleasant.**

Our entire neighborhood is extremely dismayed as even these preliminary deliberations about our future and the danger this plan proposes to our children. We are fully aware that all that the neighborhood feel of our community will disappear if the proposed plan goes forward.

Thank you for your consideration and I hope this proposal is rejected for reasons stated.

Best Regards,  
Michele DiSerio

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

**From:** [Jean Costello](#)  
**To:** [Strycky, Alexander \(EEA\)](#)  
**Subject:** Build West Station Now  
**Date:** Thursday, December 28, 2017 7:46:03 AM

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Secretary Beaton -

Local residents, commuters and regional stakeholders desperately need better transit options to improve our lives and livelihoods. The current MassDOT Allston I-90 project plan locks us into an auto-centric past versus a more sustainable human-centric future.

I urge you to incorporate West Station and Allston Landing in the nearterm construction plan for Allston I-90. Thank you.

JCOS1-1

Jean Costello  
90 Fern Ave  
Amesbury, MA 01913

**From:** [Erica Mattison](#)  
**To:** [Strycky, Alexander \(EEA\)](#)  
**Cc:** [Beaton, Matthew \(EEA\)](#)  
**Subject:** I-90 Allston Interchange Improvement Project: EEA # 15278  
**Date:** Sunday, December 31, 2017 5:54:28 PM

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

Dear Secretary Beaton,

The I-90 Allston Interchange Improvement Project is a once in a lifetime opportunity for the Commonwealth to rebuild a critical piece of its transportation infrastructure. The way vision and implementation for this project will speak volumes about Massachusetts' leadership for moving toward livable, sustainable communities that are prepared for the 21st century. People tend to choose options that are the most convenient; by getting this project right, Massachusetts can more aggressively combat climate change, benefit public health, increase resiliency, and enable more people to get around without a car.

Unfortunately, the MassDOT Draft Environmental Impact Report (DEIR) does not comply with the City of Boston's 2016 Placemaking Report for the I-90 Allston Interchange Improvement Project, the Imagine Boston 2030 plan, and the Go Boston 2030 plan. The DEIR is inconsistent with the Commonwealth's Environmental Justice, mode shift, climate change, and healthy transportation policies. The DEIR fails to include or analyze important components of the project that have broad public support and that would reduce the damage to the environment caused by the continued operation of the Mass Pike and Soldiers Field Road in the project area where more than 200,000 cars drive every day.

EMAT-1

EMAT-2  
EMAT-3  
EMAT-4

Therefore, I ask that you find the DEIR to be inadequate and require MassDOT to file a Supplemental DEIR to deal satisfactorily with the following issues

1. West Station must be included in the first phase of the project.

EMAT-5

2. The options for the narrow portion of the project area between Soldiers Field Road and Agganis Way are inadequately evaluated in the DEIR and further analysis should be required in a Supplemental DEIR.

EMAT-6

3. The introduction of a commuter rail layup facility in this area is questionable and is not properly analysed in the DEIR. There have been proposals that, rather than parking trains during the midday, increase service frequency to the entire corridor during the off peak period which would be far superior. It seems clear that service every hour to Worcester during the off peak, rather than every two hours, would be useful. Certainly more frequent service to Brighton Landing and to West Station would be highly valued, but this possibility was not analyzed.

EMAT-7

4. The DEIR is deficient in not presenting any discussion or analysis of the Cambridge Street Bypass Road, a proposal made by the City of Boston placemaking study which was very well

EMAT-8

received by the Task Force. This proposed road, which would connect Cambridge Street overpass (near Linden Street) with West Station and the I-90 ramps, can significantly reduce traffic and reduce the number of lanes planned for Cambridge Street and South Cambridge Street.

5. There is not adequate analysis of constructability, construction staging, the risk of traffic disruption and spillover traffic into Allston and Cambridge, and appropriate mitigation. A Supplemental DEIR should be required to analyze and present these issues for public review and discussion, and support adoption of a buildable plan.

EMAT-9

6. The DEIR fails to consider even a modest expansion into the Charles River which could be done with a floating boardwalk (as done during the Bowker Overpass reconstruction in 2008) or with a boardwalk on columns (as done in the Broad Canal in Kendall Square in 2009).

MassDOT's proposal would leave the Charles River edge from the BU Bridge to River Street as the worst stretch of the entire Charles River Basin. Failing to consider more significantly modifying and improving the river parkland may also result in overlooking opportunities to improve constructability and reduce cost in this extremely constrained area. A Supplemental DEIR should be required to consider these possibilities and present the resulting analysis for public consideration and comment.

EMAT-10

The DEIR is not adequate in its current state, and requires a Supplemental DEIR to correct these deficiencies. This need not require enormous amounts of time and it must be recognized that there is an environmental cost incurred by unnecessary delay, further degradation of aging facilities, and inflation of construction cost. There is no reason that MassDOT cannot complete a satisfactory Supplemental DEIR by May 1, 2018 which can be integrated into the federal environmental process and proceed to support a successful design build procurement process.

Thank you for your consideration,  
Erica Mattison  
Boston resident

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](mailto:alexander.strysky@state.ma.us)

Dear Secretary Beaton,

I am a resident of Allston, recently-graduated Harvard engineering PhD, and now-employee in the region's startup and advanced-tech economy. In many ways, the story of the Beacon Yards redevelopment is a story I will help to write. I know firsthand that for Greater Boston and its reputation as an innovation hub to grow in the decades ahead, we need to invest **now** in better public transit.

The Allston I-90 reconstruction project can go one of two ways. It could be a highway-only project that builds fat, wide new roads that discourage walking and biking and induce new traffic demand, one where developers must build thousands of parking spaces, with impacts that spill over to the surrounding streets. Driving on the Pike continues to be the only route for commuting from the western suburbs to Cambridge and Boston, making it worse for everyone trying to use the Pike to get elsewhere. Unfortunately, this is the project's current trajectory.

The other way forward, which I ask you to support, goes like this:

- **New local streets will have 4 or fewer lanes**, reinforcing Boston's reputation as a walkable city and making it more bike-friendly. These human-scaled streets will work because transit will be a key component of the project's first phase and fewer people will be driving through Allston. PWL-1
- **West Station, perhaps as a less-expensive interim station, is also completed by 2025 in Phase One.** West Station's location gives it a much greater regional role than Boston Landing. West Station connects the Worcester Line suburbs to Cambridge - initially via transfers to the 66 and 64 buses and perhaps someday by rail on the Grand Junction line. Boston Landing's ridership numbers have already exceeded projections by hundreds of daily commuters at half build-out, and West station's vital role as a stitch in the fabric of the region's innovation hot-spots will see it far exceed MassDOT's dubiously low projections. PWL-2
- **A new street will be built over the highway to create a North Allston-Comm Ave bus connection** that makes possible highly-desired bus routes between Porter, Harvard, Allston & West Station, Boston University, Longwood, and Dudley. This north-south bus route makes West Station a true transit hub for thousands of people every day and vastly increases the value of land around it. PWL-3
- How to afford these elements? **Rebuild the highway at-grade** instead of on an elevated viaduct. Not only will this save millions of dollars, it also allows construction on air-rights above the highway and **new footbridge connections from Comm Ave (near St Paul Street) to the Charles River Parklands**. Revelations about the poor state of the current viaduct reinforce the decision to build quickly, cheaply, and at-grade. PWL-4

We only get to make choices like this once. Recognizing our desire to reduce greenhouse gas emissions, create a carbon neutral city, provide affordable housing, meet the goals of the Paris Climate Agreement, and compete globally to be the best city in which to work and live, please decide to invest now in more than just a highway.

Sincerely,  
Pawel Latawiec  
15 Gardner St, Apt 10  
Allston, MA 02134



**From:** [Clara Batchelor](#)  
**To:** [Strycky, Alexander \(EEA\)](#)  
**Cc:** [James.Cerbona@state.ma.US](mailto:James.Cerbona@state.ma.US)  
**Subject:** Allston I-90 interchange  
**Date:** Monday, January 01, 2018 8:19:18 PM

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Dear Mr. Strycky,

I am writing to you to voice my very strong opposition to allowing any motorized vehicles to access Commonwealth Avenue from the proposed I90 interchange in Allston. It is my understanding that the plan currently calls for allowing bicycles, pedestrians and buses to enter on to Commonwealth Avenue from the new interchange. Bike lanes and pedestrian walkways are a fantastic idea but as soon as you make provisions for bus traffic, it won't be long before automobiles and trucks will be allowed to use the same road.

CCB-1

Traffic on Commonwealth Avenue between Malvern and Babcock Street is already terrible. When there is a program at the Aganous Arena, it is next to impassible. The estimated 150,000 to 200,000 additional cars will make their way through the neighborhood streets and destroy the quiet and safety of our neighborhood. Please do not make it possible for cars to access Commonwealth Avenue from the new interchange.

Thank you for the opportunity to comment.

Sincerely yours,  
Clara Couric Batchelor  
29 Manchester Road  
Brookline, MA 02446

**From:** [Alexandra Reisman](#)  
**To:** [Strycky, Alexander \(EEA\)](#)  
**Subject:** EEA No. 15278 - MassDOT I-90 Allston Reconstruction  
**Date:** Tuesday, January 02, 2018 11:12:46 PM

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Dear representatives of MassDOT,

I was extremely disappointed to read the editorial in the Globe about the stepping back of the West Station project. I think transit is critical for linking the suburbs to the city and reducing the flow and impact of traffic coming into the city from the suburbs. A better highway is still just a highway, bringing more cars and pollution and limiting people's options for getting around.

ARE-1

Please reconsider the plans and prioritize transit and walkability. If Harvard and BU are willing to pitch in on the cost, this seems like a no brainer. Build the station!

Thank you,  
Alex Reisman

Mr. Matthew Beaton

Secretary of Energy and Environmental Affairs

100 Cambridge Street 9<sup>th</sup> Floor

Boston, MA

02114

Re: 1-90 Allston Interchange Project

Dear Mr. Beaton,

Please know that the needs of the Commonwealth and a care and concern for the greater good are not lost in the minds of those of us who live in a residential neighborhood that is and has been home to many of us for generations. The Crowninshield Road Neighborhood is not an insulated place; resistant to change. We have been surrounded by growth and change for decades; with large apartment buildings replacing schools and churches; with significant public housing constructions and with commerce and businesses growing and changing all the time. We support and applaud progress; and we come forward with our concerns as the magnitude of any project threatens the safety and wellbeing of our neighborhood.

The use of Babcock and Malvern Streets for access to vehicles during the project will undoubtedly have a negative impact to those of us living in here. CKP-1

Babcock Street, Pleasant Street and Saint Paul Street will be impossible to travel causing terrible changes to the way we live. Children walk to and from schools and libraries and entire families walk to places of worship; the elderly and handicapped are a large population as well and the crosswalks are very busy, slowing moderate traffic down considerably on a daily basis. I can imagine a terrible situation if this plan goes into effect.

Please reconsider all of these facts as you make your plans.

Respectfully,

Carol Kickham Perkins

91 Crowninshield Road

Brookline, MA 02446

**From:** [David Strati](#)  
**To:** [Stryisky, Alexander \(EEA\)](#)  
**Subject:** EEA No. 15278 - MassDOT I-90 Allston Reconstruction  
**Date:** Tuesday, January 02, 2018 8:16:47 PM

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We need this transportation.

Sent from my iPhone

**From:** [hlieberman@gmail.com](mailto:hlieberman@gmail.com) on behalf of [Henry Lieberman](#)  
**To:** [Strysky, Alexander \(EEA\)](#); [Henry Lieberman](#)  
**Subject:** EEA No. 15278 - MassDOT I-90 Allston Reconstruction  
**Date:** Wednesday, January 03, 2018 11:12:57 AM

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Mr. Beaton,

The proposed Allston Reconstruction is not acceptable to the people of Boston.

It does not do enough for mass transit or cyclists. It is just a road project, which is unconscionable in this day of global warming, when we need to encourage other forms of transportation.

Not only do we need West Station, but connections to subway lines and crosstown to Cambridge. Please investigate innovative solutions like [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.transitx.com\\_&d=DwIBaQ&c=IDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns\\_w&r=mJlUKkpqhRk5lfr4usD8iBZ3S6BKBEKmhEMOwsMWH0&m=alpQbM99nYaP10HfYEdDEZSML0s03jEFMf\\_EGTvmvW4&s=xMi0YJKIHUTWYdOR0ueKsq-tB036GD9xHASaHY0FJLg&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.transitx.com_&d=DwIBaQ&c=IDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=mJlUKkpqhRk5lfr4usD8iBZ3S6BKBEKmhEMOwsMWH0&m=alpQbM99nYaP10HfYEdDEZSML0s03jEFMf_EGTvmvW4&s=xMi0YJKIHUTWYdOR0ueKsq-tB036GD9xHASaHY0FJLg&e=), which have not be considered.

As a bicycle commuter without a car, it will still leave a dangerous and unpleasant route for cyclists. Just painting lines along wide and high-speed streets, highways, on-ramps, and medians. isn't enough. Multi-stage crossings are still difficult and dangerous. We need protected lanes away from cars. If a wide thoroughfare must be crossed, it should be via pedestrian/bicycle bridges such as the one on Memorial Drive near Magazine St.

HL-1

Henry Lieberman

Research Scientist  
MIT

9 Chauncy St. Apt. 12  
Cambridge, MA 02139  
(617) 500-5267

**From:** [Martha Stewart](#)  
**To:** [Strysky, Alexander \(EEA\); peoplespike@gmail.com](#)  
**Subject:** EEA No. 15278 - MassDOT I-90 Allston Reconstruction  
**Date:** Wednesday, January 03, 2018 9:58:14 AM

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Dear Alexander and Secretary Beaton,

It is overwhelmingly disappointing to hear that Mass DOT has decided to push off West Station until 2040. The Allston community and the many new Harvard buildings that are being constructed need a new station and robust public transportation to service them. These are not just academic buildings. They are "enterprise" buildings and all that implies. And that is just the start. Don't let this happen.

MST1-1

If Mass DOT doesn't change its mind then one small community is going to have buses full of people - hemmed in by a large university and inundated by new traffic. Whoever counted 250 people a day using the buses was totally wrong and definitely wrong projecting that number into the future.

I implore you to reconsider and to find ways to finance this project and make the timing the same as the new construction. Listen to the neighborhood.

This is foundational work - not a project to be added as an afterthought. I am shocked that you don't see this.

Putting it off is very short sighted and not what I expect from the great state of Massachusetts.

This is one of the final chances in the Boston area to create new transportation infrastructure that will be extremely valuable for the citizens. Don't miss it.

Buses are not enough. Existing roads cannot handle the traffic.

Martha Stewart  
3 Lorne Road  
Arlington, MA 02476-5711

**From:** [Butler, Susan F](#)  
**To:** [Strysky, Alexander \(EEA\)](#)  
**Subject:** Failure to build a good transportation system.  
**Date:** Wednesday, January 03, 2018 5:50:00 AM

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Dear Mr. Strysky,

Recent actions and failures to act by Mass DoT will have serious long term consequences. It is of urgent importance that we build a public transportation system that rivals the best in the world. Between pollution, traffic, lost person hours from just sitting in traffic, we are wasting many important resources.

Transportation funds should be put into projects like West Station. Drivers should have useful, optimal transportation alternatives to the automobile.

Please support the development of improved transportation alternatives, from West Station to the North South Rail Link to new possibilities we might develop. It is a time for vision, courage and action.

Thank you,  
Sue Butler  
14 Clinton Street  
Cambridge, MA 02139  
617 492 0014

Susan Farist Butler, RN, MSN, CS, PhD  
Co-Principal Investigator  
Laboratory for Probabilistic Reasoning  
Psychology Department  
Tufts University  
490 Boston Avenue  
Medford, MA 02155

**From:** Mike Small  
**To:** Strysky, Alexander (EEA)  
**Subject:** Comment on Draft DEIR, I-90 Interchange  
**Date:** Saturday, January 06, 2018 7:29:07 PM

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Dear Analyst Strysky,

After attending the three recent public information sessions about the DEIR and reading the sections of the document most of interest to me I have some comments to share.

First my (transit related) background. I'm a resident of Brighton, living in the Boston College area. I don't own a car and commute to Kendall Square by bicycle, occasionally by walking the whole way, but most often by a combination of walking and either the 86 bus or one of the Green Lines. I don't believe my commute and choice of modes would be altered by the proposed project except perhaps my choice of bridges when crossing from the Boston side to the Cambridge side by bicycle. I'm also an occasional user of the PDE path, but only on foot or on rollerblades, since joggers and pedestrians making bicycling slow there.

My primary interest in the project comes from my concern that we are not reducing our greenhouse gas emissions quickly enough. So let me describe how I think this project bears on that concern first, then I'll comment briefly on the bicycling and PDE path improvements. But before doing so I have a technical suggestion (maybe more relevant to Nate): have you considered uploading the DEIR to The Internet Archive? They have an area to preserve government documents for future reference. Where you have it now is fine for the duration of the comment period but for students, journalists or researchers in the future it would be nice to give it a permanent location. This is archive.org's mission. You could think of them as the online equivalent of our public libraries. They also have some beta infrastructure supporting bittorrent downloads (i.e. potentially sharing bandwidth among users decreasing costs to the state or archive.org), though I'm not sure whether the readership is large and technical enough for that to work well for this document.

#### Large Transportation Projects and Climate Change Action

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Preferred Alternative 3K is very high cost and quite ambitious while doing nothing to convert users of cars into users of public transit, at least in the near term. According to section 2.7.1 of appendix F, "the pollutant emissions for 2040 Build Alternative are higher by an average of 17% when compared to the pollutant emissions for the 2040 No Build Alternative." The section then proceeds to suggest a win back of 7% of that difference from mode shift resulting from West Station, basing this on the BTB Go Boston 2030 study. The difference between the build alternatives and the no build option is several hundred million dollars.

West Station's mitigation effects would not start until construction, which has been deferred to an unspecified time before 2040, and like commenters at the meetings, I'm skeptical about dates for transit projects scheduled far in the future. In the feedback section EEA asked the project in question EEA-126 how it advances MassDOT's 7.6% decrease in GHG emission target for 2020 and suggested also addressing their 12.3% target for 2050. They responded referencing a 19.8% reduction described in section 5.10, table 5.10-10. That table is headed, "Greenhouse Gas Emissions Summary West Station" and references chapter 7 for details of the mitigations. Section 7-10 reproduces the conclusion from appendix F that the preferred option pollutes at a rate 17% higher than the no build option and then describes a 7% mode shift caused by west station. The 19.8% number seems to come from combining the mode shift with stationary efficiency measures like LED lighting, etc. in the West Station building itself. So with the deferral of west station to 2040, or somewhat before or after that, how is question EEA-126 still being addressed?

Regarding MassDOT's targets for emissions, 12.3% by 2050 is not a target that will remain there for long if Governor Baker was sincere in saying he will abide by Paris Accord commitments, not unless he would like to have the state be sued by high school students and the CLF again. Transportation related emissions are now 40% of our total emissions. I'm not certain what it will take to hold the world to 2 C warming, but consider what we'd have if we eliminated every last bit of our net non-transportation emissions while only having a 12.3% reduction in transportation emissions. We would have a reduction of  $60\% + .123 * 40\% = 64.92\%$ . Contrast that with France and Germany's target in response to the Paris COP of being carbon neutral by mid century. Even that is thought by some to be inadequate. The climate scientist Kevin Anderson has this to say in the journal Nature:

"... the carbon budgets needed for a reasonable probability of avoiding the 2°C characterisation of dangerous climate change demand profound and immediate changes to the consumption and production of energy. The IPCC's own 1,000 GtCO<sub>2</sub> carbon budget for a "likely" chance of 2°C, requires global reductions in emissions from energy of at least 10% p.a. by 2025, with complete cessation of all carbon dioxide emissions from the energy system by 2050."

[https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.nature.com\\_ngeo\\_journal\\_vaop\\_ncurrent\\_full\\_ngeo2559.html&d=DwIFaQ&c=IDF7oMaPKXpkYvev9V-VahWl0QWnGCCAFCdZ1Bns\\_v&r=mJlUKpqhRk5lfr4usD8lBZ356BKBKEmhEMOwsMWH0&m=WprJrZLCT8UdN7ka5KSG7QIRfADY39tryFMjxq9FQ&s=Zo4zpqgQtEaJzlFVvfk0twd1oJQpnUitFCDx52NLMzq4&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.nature.com_ngeo_journal_vaop_ncurrent_full_ngeo2559.html&d=DwIFaQ&c=IDF7oMaPKXpkYvev9V-VahWl0QWnGCCAFCdZ1Bns_v&r=mJlUKpqhRk5lfr4usD8lBZ356BKBKEmhEMOwsMWH0&m=WprJrZLCT8UdN7ka5KSG7QIRfADY39tryFMjxq9FQ&s=Zo4zpqgQtEaJzlFVvfk0twd1oJQpnUitFCDx52NLMzq4&e=)

Note that the carbon budget above is in units of mass and not a rate. That is to say that what matters is our cumulative emissions over this century not the rate at which we emit at some date far in the future. I.e. if you have a graph of our emissions / year it's not the y axis that's relevant but the area under the curve. It will not do to have the status quo in our transportation systems for 30 years and then hope some new technology comes along later to snap us up to be carbon neutral then. We have to start now starting with proven and reliable tools to get us there, i.e. mode shift.

At some point, if we're not to doom future generations, we must stop fooling ourselves and make societal changes with WWII style mobilization urgency. At some point MassDOT should expect its marching orders to change drastically. All large transportation projects will need to be viewed first of all through the lens of how they accomplish mode shift away from cars. (Note: 1. electric cars are estimated to reduce emissions to 50% given our current electric supply sources. 2. our supply is now 30% nuclear that will need to be retired during the time



frame for this project with more nuclear power being unlikely 3. the coal to natural gas offset that helped the state make impressive numbers on the electric source side was a one time thing -- henceforth natural gas must be thought of as a dirty fuel -- note from NE ISO's projections that natural gas will go to 60% with only modest growth in renewables over the next 10 years or so 4. electric cars will take around 20 years to fully roll out even if they have full acceptance and no production delays due to battery problems -- a tiny fraction of our cars are fully electric now). For that reason I would suggest we fix the viaduct in the cheapest way possible and reserve the funds saved for CO2 reduction measures better than West Station that we as residents should be clamoring for or, failing that, our more visionary political leaders drag us to do.

MSML-3

The one possible caveat to the above is that the studies in the DEIR seem confined to the interchange area and are narrow in scope rather than treating the whole state as one system. If it were the case that choosing the no build alternative caused some of the projected development to move to the suburbs, then maybe this kind of spending to encourage development in Allston might be justifiable. Here I cite Berkeley's graphical summary of a study showing that our emissions are dramatically higher when we live in the outer suburbs:  
[https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_coolclimate.berkeley.edu\\_maps&d=DwIFaQ&c=IDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAFCDz1Bns\\_w&r=mJIUKpqhRK5lfr4usD8IBZ3S6BKBKEmhEMOwsMWH0&m=WprJfrZLCT8UdN7kaSKSG7QIRfADy39tryFMjxq9FQ&s=SpS69\\_8QTK-ZBRzjnpU0CKwD7v0lqtTFoEtkd-F0Wpk&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A__coolclimate.berkeley.edu_maps&d=DwIFaQ&c=IDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAFCDz1Bns_w&r=mJIUKpqhRK5lfr4usD8IBZ3S6BKBKEmhEMOwsMWH0&m=WprJfrZLCT8UdN7kaSKSG7QIRfADy39tryFMjxq9FQ&s=SpS69_8QTK-ZBRzjnpU0CKwD7v0lqtTFoEtkd-F0Wpk&e=) (zoom in on Boston in the map)  
If the choices are build centrally and figure out the transit later vs. more sprawl count me in for the prior.

#### Bicycling and PDE Path Improvements

For the cost vs. emissions reason above I don't favor the preferred alternatives over the no build option, however there are aspects of them that I'm quite fond of. In summer, I cycle from Brighton to Kendall Square and struggle to find a comfortable route to Cambridge over the Charles River. Taking Cambridge Street followed by the River Street Bridge could potentially be my route, but because I've had cars pass me at high speed as they take the on ramp to the Pike and also because of the difficulty of taking the middle lane across the River Street bridge (the right lane is right turning only and sets a cyclist up for the dreaded "right hook") I've mostly settled on the BU bridge as my preferred route. That's despite the stretch of North Beacon Street around Packards Corner being frenetic with activity from parked and turning cars and from careless pedestrians. I like very much the look of all those right angle turns coming off of Cambridge Street vs. the current suburban highway style ramp, particularly given the statements that these will be complete streets and the intersections have signals.

I don't bike on the PDE trail because of the joggers, etc., but I do like to rollerblade there. Crossing at the River Street Bridge, especially outbound, is nerve wracking on rollerblades, so I love the thought of not having to look back for cars making the right turn towards Cambridge there. Making the stretch in the throat area a bit wider for passing and having a separate bike lane is very nice too. The reduction in noise is also appreciated.

Regards,

Mike Small  
1999 Commonwealth Ave. #11  
Brighton, MA  
02135

**From:** Brenda Hochberg [<mailto:bhochberg@att.net>]  
**Sent:** Sunday, January 07, 2018 4:30 PM  
**To:** Strysky, Alexander (EEA); Cerbone, James (DOT)  
**Subject:** Allston I-90 Interchange Project

Dear Mr. Strysky and Mr. Cerbone,

I'm writing as a North Brookline resident to register my concern about the potential impact of the I-90 Interchange Project on our neighborhood.

Specifically, Pleasant Street, Babcock Street, and Commonwealth Avenue between Packard's Corner and the BU Bridge can't handle a significant increase in traffic. Rush hour traffic frequently backs up on Pleasant Street and can produce gridlock conditions in our neighborhood. The BU bridge is already nightmarish at rush hour. BH-1

Given the choice please don't add to the traffic problems of North Brookline.

Thanks for your attention,  
Brenda Hochberg  
50 Crowninshield Rd.  
Brookline, MA

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

RECEIVED

JAN 12 2018

MEPA

From: Linda Olson Pehlke, Town Meeting Member, Pct. 2  
48 Browne St. #2  
Brookline, MA 02446

Re: I-90 Allston Interchange Project, EEA #15278

Date: January 7, 2018

Dear Mr. Beaton: I write to express my grave concerns regarding several aspects of the project, as currently proposed and analyzed in the Draft Environmental Impact Report. As a Town Meeting Member from Precinct 2, which is located immediately south of Commonwealth Avenue between Pleasant and St. Paul St. I speak as a representative to residents, employers, business owners and employees who will be directly impacted by the project.

See discussion of concerns  
below

In general, my concerns focus on the following aspects of the proposed project:

- 1) The need to minimize additional vehicles trips through residential sections of North Brookline. LOP-1
- 2) The need to improve pedestrian, transit and bicycle access to the Charles River recreational assets and the newly created Harvard University facilities for residents of Brookline. LOP-2
- 3) The need to include public transportation infrastructure as an integral part of the project from day one, not at a distant future date. LOP-3

The remainder of this memorandum will elaborate on the specifics of each of these concerns as they relate to the I-90 DEIR.

**Concern #1 Through traffic in North Brookline residential neighborhoods.**

Current plans call for pedestrian and bicycle access to Allston/Brighton from Brookline through the project area. Alternatives that facilitate the maximum number of North/South routes, which would improve bike/ped access for Brookline residents. Consideration must be given to accommodating bus access North/South through BU property. This would greatly improve "cross town connections" from the Longwood Medical Area, Harvard, MIT, etc. with the proposed new Beacon Yards development.

Because the project increases vehicle trips through induced demand and new land use development, Brookline can expect to see increases in North/South vehicle trips on arterial roadways, such as St. Paul St. Increased mitigation in the form of regional Transportation Demand Management must be included as mitigation for the projects impacts. The goal of such TDM must be to offset the vehicle trip growth (17% increase in emissions). Such emission increases are detrimental to the health and livability of Brookline residents.

## **Concern #2 Improving Access to the Paul Dudley White Path, Charles River open space and Harvard's Allston Development**

Currently, residents of North Brookline who wish to bike, walk or explore the recreational amenities along the Charles River must travel a considerable distance before they are able to access these amenities. This situation must be rectified as a part of this project. In this regard, option 3K-AMP for the throat area appears to provide the best access to the PDW path for North Brookline. Significantly, option 3K-AMP includes ped/bike access at Malvern and Babcock, as well as a critical link from Babcock to the PDW path access point at the BU Bridge.

Options which increase the open space buffer between users on the PDW path and Soldier's Field Road and I-90 are preferable. Access to and use of our Charles River parklands is a key asset for the quality of life for tens of thousands of residents in Boston, Cambridge and Brookline. We must enhance the experience for parkland users. Option 3K-AMP appears to be closest to achieving this goal of the three throat area options.

## **Concern #3 Including Public Transportation Improvements simultaneously with project implementation.**

I agree with the People's Pike, the Boston Globe and other advocates who have expressed serious opposition to proceeding with the I-90 realignment without simultaneously providing public transportation facilities in the project area, be that West Station, a Green Line spur, or other innovative public transportation provision. In the age of climate change, planning a major highway project that facilitates the creation of an entire new neighborhood, such thinking is antithetical to the public interest. Every possible effort must be made to improve conditions for active transportation in the form of comfortable and safe pedestrian and bicycling infrastructure. Beyond that, because the realignment will create buildable parcels which could see an additional 7 million square feet of mixed use development, it is incumbent upon every State, local and institutional party to commit to making whatever new growth occurs here to be transit dependent.

Here in Brookline, I've been involved in planning for several large scale developments. Parking is always a contentious issue, with detailed discussions about mode share, density, cost of parking, etc. The irrefutable truism is that building auto-dependent developments reduce density and therefore reduce economic returns. Auto-dependent development causes too much traffic congestion and developments which are too spread out, all of which degrades the public realm and the viability of active transportation. The idea that we should wait until demand for public transportation manifests is completely backwards. If projects are built with ample, cheap parking, people will drive and the pattern of development will be fixed. We need this new neighborhood to be developed in such a way that it supports and works for public transportation, pedestrian and bicycle users, which will allow for a vibrant public realm and healthy environment.

The I-90 project is a significant public investment that will create development opportunities for a wealthy private university. The State and City of Boston must look to capturing the increased property values created by this project. If moving the I-90 alignment creates these opportunities, some significant portion of these investments must be paid back to the tax payers in the form of value capture.

**204 ERIE STREET, CAMBRIDGE, MA 02139**

Matthew Beaton,  
Secretary of Energy and Environmental Affairs,  
Executive Office of Energy and Environmental Affairs,  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
For the attention of Alexander Strysky, EEA, No.15278  
[Alexander.strsky@state.ma.us](mailto:Alexander.strsky@state.ma.us)

SENT BY EMAIL

11 January 2018

Dear Secretary Beaton,

Re. I-90 Allston Interchange Project, Boston, MA | DEIR | EEA No.15278

I am writing in response to the DEIR dated November 30, 2017. While I acknowledge the enormous amount of work that has gone into this report and see that it has some worthwhile features, I strongly oppose it in its present form. I will start my comments with some general remarks, the more detailed critique to be understood within that broader context.

### **General Remarks**

This document focuses principally on the engineering design of I-90 and Soldiers Field Road, the connectors and the street circulation immediately adjacent. Other than improved highway efficiency there is no indication of the city planning criteria that must necessarily be considered for this location. While this report is subtitled “A Multimodal Transportation Project”, the non-highway elements of the plan are subservient to the imperatives of the design of the highway, mainly as they pertain to the physical fit of the interstate and the parkway in such a tightly constrained site.

The first revisions to this document that I would urge you to consider are the extraordinary land use opportunities that are opened up by a reconfiguration of the road and rail alignments on this scale. My comments can be distilled into the following line items:

HuMu-1

1. From the point of view of land use and transportation, the Allston site should be viewed as the fulcrum between the major drivers of the Massachusetts economy for the next generation or two – namely the medical and bio-tech research clusters: Longwood Medical Area; Boston University; MIT and Kendall Square; the Harvard Development in Allston; and the potential for development around the UMass Medical Center in Worcester and adjacent satellite cities and towns.

2. The Boston and Cambridge clusters are fairly close to capacity, and Longwood Medical Area is landlocked from a transportation point of view. Worcester on the other hand has potential as complementary capacity in this cluster of bio-tech research.
3. The chief opportunity and the key function of the Allston Interchange therefore must be to make the (non-SOV) connections between the clusters – to relieve congestion in Boston and Cambridge and to build capacity to the west.
4. These connections can be made to the north along the existing rail lines to Kendall Square; and to the south and east through Boston University to Longwood. Depending on projected ridership these connections would probably be light rail.
5. This is called an environmental report but apart from discussing the effects of climate change (4.19 and 5.19) there is no discussion of the causes, to which highways and SOV's are a major contributor. Since the cities of Cambridge and Boston are national leaders in reducing carbon emissions – and indeed the Mass EOEEA is bound to pursue these goals – it is a remarkable lacuna in the report that the matter is not even considered.

In the light of these general observations I have the following comments to make on the proposed alignment:

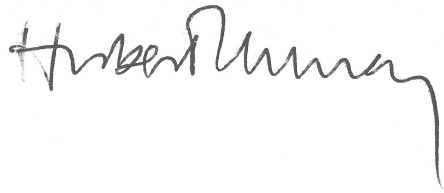
1. West Station: it is essential that the lateral links to north to Cambridge and south to Longwood be included as a top priority if the potential of the Allston Interchange be full realized. The “ring” line can be connected to West Station by elevators to make the interchange between commuter rail and urban transit relatively smooth. The example of London Transport incorporating old elevated lines (the Overground) with the subway lines (the Underground) has been relatively light in capital investment compared to the incredible urban potential realized by these moves. HuMu-2
2. The Throat: this is a difficult problem. It would help to evaluate the three alternatives presented if there were two additional sets of data: HuMu-3
  - a. Firstly, the effect of each configuration on noise witnessed in Magazine Park and the southern blocks of Cambridgeport. I understand the City of Cambridge has commissioned a detailed acoustic study. I suggest these results are reflected in consideration of the alternatives.
  - b. Secondly, it would be helpful to have for each of the alternatives an elevation of the highway and railway as seen from the Cambridge side of the river; this with a straightforward scaled and dimensioned cross-section of each of the configurations. HuMu-4

As far as one can tell from the drawings I would want to ask if any consideration has been made for running the SFR eastbound under the viaduct in the HV option; and whether (for all options) the idea of cantilevering the bike and walkway out over the river. HuMu-5
3. Right Lane exit from SFR/WB to River Street: the proposed configuration taking traffic left in order to turn right (a sort of inverted jug-handle procedure); HuMu-6

through surface streets; and through 4 or 5 sets of lights – all seems like a really poor concept. I would be very interested to see the proposed traffic counts but it looks to me like a “fail” at each of those junctions. I would suggest further studies are done to maintain the right lane exit while developing a generous boardwalk cantilevered over the river to maintain pedestrian and bikeway continuity. HuMu-6 con't.

I have not had the time to consider further issues (such as landscape and open space, highway access points etc) but I would strongly urge your team to “zoom out”, to take an urban planning overview so that the Commonwealth can realize the full potential in city and regional terms of this major investment in this strategically critical neck of the river.

Sincerely,

A handwritten signature in dark ink, appearing to read "Hubert Murray". The signature is fluid and cursive, with a long, sweeping tail that extends downwards and to the right.

Hubert Murray FAIA

cc.

Mass DOT Highway Division  
Environmental Services Division  
Att. James Cerbone  
10 Park Plaza, Room 4260,  
Boston, MA 02116  
[James.Cerbone@state.ma.us](mailto:James.Cerbone@state.ma.us)

I can be contacted at:

Hubert Murray, 204 Erie Street, Cambridge, MA 02139  
Mobile phone: 617-794-4600  
Email: [hmurray2012@gmail.com](mailto:hmurray2012@gmail.com)

**From:** [Ken Pierce](#)  
**To:** [Strysky, Alexander \(EEA\)](#)  
**Subject:** Allston I-90 Interchange Improvement Project  
**Date:** Thursday, January 11, 2018 3:27:40 PM

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To: Matthew Beaton, Secretary of Energy & Environmental Affairs  
100 Cambridge St Suite 900  
alexander.stryisky@state.ma.us  
Executive Office of Energy & Environmental Affairs  
Boston MA 02114  
Attn: MEPA Office  
Alex Stryisky, EEA # 15278

Dear Mr. Beaton,

I fully support the sensible proposals that the Charles River Conservancy has made for the Allston I-90 Interchange Improvement Project: West Station (well before 2040!), the North Allston – Comm. Ave. bus route, and an at-grade Mass. Pike. You have a wonderful opportunity to improve life for commuters and for residents of the area around the interchange. Please don't squander it!

KP1-1  
KP1-2  
KP1-3

The CRC proposals are summarized at [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.thecharles.org\\_advocacy-2Dcenter\\_i-2D90\\_&d=DwIDaQ&c=IDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAFCDz1Bns\\_w&r=mJIUKkpqhRk5Ifri4usD8iBZ3S6BKBEMhEMOwsMWH0&m=4f10zoTYYGEXW-Q-xdcr\\_3qGjOdbGaSNaqeExFGrM4E&s=xCryjpW5CZRQ6n5UvDCuO7sfhz8xHQvm3ZIOvK3L6jA&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.thecharles.org_advocacy-2Dcenter_i-2D90_&d=DwIDaQ&c=IDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAFCDz1Bns_w&r=mJIUKkpqhRk5Ifri4usD8iBZ3S6BKBEMhEMOwsMWH0&m=4f10zoTYYGEXW-Q-xdcr_3qGjOdbGaSNaqeExFGrM4E&s=xCryjpW5CZRQ6n5UvDCuO7sfhz8xHQvm3ZIOvK3L6jA&e=) .

Sincerely,

Ken Pierce  
284 Harvard St. #71  
Cambridge, MA 02139  
617-258-7656



**From:** [Chantal Eide](#)  
**To:** [Strysky, Alexander \(EEA\)](#)  
**Subject:** I-90: West Station, parklands, and connection important  
**Date:** Friday, January 12, 2018 4:13:05 PM

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Dear Mr. Beaton and Mr. Strysky,

I firmly believe that it is very important to include West Station and other public transportation in the I-90 interchange project as quickly as possible. I also support connections across the neighborhood and the development of parkland along the Charles for all to enjoy.

CE1-1

Thank you,

Chantal Eide

From: Heidi Gitelman [mailto:hgitelman@comcast.net]

Sent: Tuesday, January 16, 2018 5:59 AM

To: Cerbone, James (DOT)

Subject: Response to I-90 DEIR

Dear James,

My name is Heidi Gitelman, and I am a Cambridgeport (Cambridge) resident.

Attached are two letters regarding the I-90 DEIR: one from myself, and one from my husband, David Willoughby.

We both strongly support the retention of the right turn onto the River Street Bridge, into Cambridge HG-1  
(outbound/westbound on Storrow Drive). We oppose the elimination of this turn.

Thank you in advance for your consideration of this important aspect of the I-90 project.

Sincerely,

Heidi Gitelman

247 Chestnut Street

(617)547-0611

247 Chestnut Street  
Cambridge, MA 02139

January 13, 2018

Dear Sir,

I am writing with regard to the I-90 project.

I am a 25+ year resident of Cambridge. Since 1998, I have lived at 247 Chestnut Street, in Cambridgeport. (The blue and white labels on your graphic of the proposed construction, Chapter 1, page 4, cover my property).

In specific, I am writing to voice my concern about the possible loss of the **right hand turn from Storrow Drive (westbound), onto the River Street Bridge, and into Cambridge.**

**I strongly request that you retain the right turn onto the River Street Bridge and into Cambridge, from Storrow Drive (WB).** I want to be able to exit directly from Storrow Drive (WB) to the River Street Bridge and into Cambridge. I want to preserve the existing right turn opportunity; **I disagree with the removal of this right turn opportunity as proposed in the Draft Environmental Impact Report.**

Below are my thoughts on the subject:

**#1: Many people still drive cars; cars remain an important method of transportation into and throughout Cambridge**

While many I-90 project stakeholders are avid and vocal bicyclists and walkers, there are many, many individuals who continue to use cars out of necessity, convenience and/or preference. I believe it is critical that decisions on this right hand turn also, sincerely, and

equally bear in mind the needs of those of us who use cars. I am not hearing a lot of this perspective.

Furthermore, the argument: “There is not a lot of green space at the Throat, so therefore let’s provide more green space at the River Street Bridge area” does not feel fair or appropriate to me. Why not consider other opportunities for green space elsewhere, rather than negatively impact the ability for cars to directly access Cambridge by turning right across the Bridge.

## **#2: Without the right turn onto the Bridge, my drive home will be much longer**

From Storrow Drive (WB), I get home by turning right onto and driving over the River St. Bridge. I then turn right on Memorial Drive, and turn left on the Pleasant Street Ext. between the former Polaroid Headquarters and the Boston Cambridge Marriott. At the *height of rush hour* (morning, evening), this takes me no more than five minutes. These five minutes begin when I enter the off ramp on Storrow Drive, until the time I arrive at my house. At non-rush hour times, it takes me three minutes.

Sometimes, I stop at Whole Foods or Rite Aid, in which case I go straight over the River Street Bridge and down River Street, rather than turning onto Memorial Drive. That is even faster.

I use this turn at least 2-3 times a day, at least 5, if not 6 days a week. I use it at all times of the day between 8am - 8:30 pm.

We also have regular visitors to our house who use these routes several times a week.

It strikes me as absurd that MassDOT is proposing that, to get to my home in Cambridge, I would have to turn left *away from Cambridge*, snake through a labyrinth of existing, exiting, and merging traffic in the proposed Beacon Yards development, and then wind

my way back to River Street and head over the River. This seems truly inefficient.

The I-90 plan as it stands now, suggests that there will three – four traffic lights in Beacon Yards, even before I get back over the bridge into Cambridge! This will certainly add significant time to my trip from Storrow Drive (WB) to my home.

### **#3: Analysis of traffic drive times from Storrow Drive (WB) into Cambridge**

My hope is that MassDOT will look carefully at the possibility of maintaining a right hand turn from Storrow Drive (WB) over the River Street Bridge into Cambridge.

In doing so, there should be careful analysis of drive times. Several issues will need to be considered, including the following:

It is critical to remember that many drivers who currently take this River Street off-ramp are turning left, not right into Cambridge. Any new construction will make this ramp a Cambridge *right turn only ramp*. Thus, lessening the number of cars using it.

Therefore, in doing your analysis, it will not be enough to compare the drive time to Cambridge as it currently exists now to what will exist with a left turn into Beacon Yards.

It is important to compare the drive times between the construction of a *right turn only* ramp from Storrow Drive (WB) versus redirecting the Cambridge traffic through Beacon Yards. A right turn only ramp will lessen traffic on the ramp and therefore make the drive time shorter.

#### **#4: Traffic congestion**

If construction goes according to your existing plan, I am deeply concerned about the traffic congestion once I turn left into Beacon Yards.

My understanding is that whenever possible it is preferable to disperse traffic so that it does not merge and clump together creating a larger bundle of congestion.

The existing I-90 plan does the opposite. The existing plan has all the traffic from Storrow Drive (WB) and the traffic exiting the Mass Pike for Cambridge funneling/merging into the same area – Beacon Yards.

Wouldn't it make more sense to remove some of that congestion, lighten and improve the flow of traffic, by having the traffic going to Cambridge turn right directly into Cambridge, thus lessening the traffic flow into Beacon Yards?

#### **#5: Traffic congestion / Beacon Yards**

Related to #4, my understanding is that there is not yet a final plan for commercial and residential development in Beacon Yards. I also understand that there is still outstanding road and construction planning around the Harvard development. Thus, there is currently an unknown level of congestion on the new city streets throughout the Beacon Yards development.

At this point, I am deeply concerned that the plan to redirect Cambridge traffic into Beacon Yards is premature. How can you be sure that once you funnel all this traffic (along with the Mass Pike traffic) to Beacon Yards, there will not be even more congestion once the development is complete? Everyone's worst nightmare would be a gigantic mess of cars mixed with commercial and residential activities.

Even if Beacon Yards were already completely planned, it still strikes me as extremely inefficient to direct a large amount of traffic into a commercial and residential area.

#### **#6: Infrastructure repairs / Postponing the larger I-90 Plan**

My understanding is that construction costs (in particular workers) are at an all time high; and that the planning for Beacon Yards and Harvard in Brighton is not yet completed.

It would make more sense to make repairs to the existing infrastructure, and postpone this larger plan until there are fewer unknowns. I am highly concerned about a race to construction or boondoggle when at this stage, any I-90 plan feels premature.

#### **#7: Why do I feel so strongly?**

Let's face it, we all have our personal biases and opinions. But I would like to share part of my personal story with you:

When I initially heard about removing this right hand turn I thought it sounded absurd: MassDOT is literally shuttling people away from Cambridge: trying to prevent access to Cambridge for residents, business, and visitors -- making it extremely difficult for residents, employees, and visitors to enter the city?

I attended meetings and listened carefully, hoping I would hear some good reasons for this new plan: a left hand turn into Allston to get to Cambridge. I have yet to hear any.

At the same time, I have a personal and visceral reaction to this new plan. Here's what it is: "For the love of God this sounds like a nightmare."

I have a disabled child. My weekly life revolves around driving: taking her to doctor appointments, driving to purchase medical equipment, meetings to coordinate services, picking up her medications, in-home visits by caregivers, and grocery shopping.

While I understand that our family is not typical, we do represent a family who will be severely affected by the loss of a right turn onto the River Street Bridge.

The new route will lengthen my drive, and take me out of my way. From Storrow Drive, I will be forced to drive *away* from my house, to weave around Allston, through traffic and lights, to get back to Cambridge.

Sitting in the car is difficult for me – I was born with a bad back, I have neck injuries from an accident decades ago, and suffer from severe osteoporosis. It is even more difficult for my daughter. And, when my daughter is unhappy, it is even more difficult for *both of us*. Imagine a two year old having a temper tantrum. Only, she is a strong, vocal teenager with tantrums.

Please understand, many of us in Cambridge, still rely on cars. I am not ashamed of this. Nor do I think we should be penalized or marginalized for doing so, and for wanting the most direct and efficient routes to our Cambridge destinations or homes.

I wonder how many of you live in Cambridge, frequently use Storrow Drive westbound, and rely on your car as your primary mode of transportation?

Thank you for considering my perspective.

Sincerely,

Heidi Gitelman, M.A. Ed.M.

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(617) 547-0611



**From:** [Katherine Isham](#)  
**To:** [Strycky, Alexander \(EEA\)](#)  
**Subject:** West Station, Transit, and Streets in Allston-Brighton 1-90 project  
**Date:** Saturday, January 13, 2018 3:52:54 PM

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Dear Secretary Beaton,

Currently, Allston-Brighton is on the cusp of rapid expansion in the coming years. Harvard's development of their 75 acres into housing represents an opportunity to help shape the future of Allston-Brighton and prevent further congestion in our already clogged streets. Additionally, it presents an excellent opportunity to turn Allston-Brighton into a truly great hub of transit and walkable/bikeable development.

Right now, the project promises to make the traffic situation in Allston-Brighton as bad or worse as it is now. The plan is to create gigantic multi-lane intersections that are difficult to traverse from the Pike. This arrangement will also make it difficult to move through Allston without a car, and in the 21st century the emphasis on livability and desirability of living space is on walkable, approachable city streets with ample public transit, not on huge, ugly multi-lane streets that are hard to move on and off of and necessitate the use of cars--as well as an arrangement that promises to cut off opportunity for green spaces in Allston in the 75 acres--a neighborhood that currently "boasts" the least green space of any Boston neighborhood, and decreases the quality of life in this neighborhood considerably.

Instead, streets should have four or fewer lanes to facilitate walking and biking, and create human-scaled streets that are accessible and easy to build transit infrastructure on--an absolute necessity for a modern city and one that boasts "walkability" as one of its draws. If West Station were completed in the first stage of the project, as it should be, it would be a much needed relief from potential traffic congestion issues, pollution issues, and pave the way for access via the 66 and 64 (a bus that, itself, sorely needs more frequent runs) and potentially another subway/train line down the road.

KRI1-1

KRI1-2

West station could also be used as a transit hub to allow easier access between Allston and Porter, Kendall, BU, Longwood, and Dudley. These areas are currently onerous to traverse, most requiring at least 1 transfer each, adding at least an additional 10-15 minutes onto any trip (more during traffic and delays).

KRI1-3

One way to mitigate the cost is to create an at-grade highway. Of course, if Boston is serious about creating a 21st century city, we should consider a design that will both provide transit through walkable streets \*and\* provide the most green space and easiest walkability through the corridor.

KRI1-4

If Boston is serious about creating a 21st century neighborhood, lowering greenhouse emissions and becoming a carbon neutral city, and creating a truly desirable neighborhood for the community, the West Station must be built first and foremost.

--

Katherine R. Isham  
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