

From: Matti Klock [<mailto:matti-i90@twonh.com>]
Sent: Saturday, January 13, 2018 3:59 PM
To: Strysky, Alexander (EEA)
Cc: Cerbone, James (DOT)
Subject: I-90 project: please build human-scale streets and West Station

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

Dear Secretary Beaton,

For Greater Boston to grow and thrive in the decades ahead, we need to invest now in better public transit. The 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.

* 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. MK-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. MK-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. MK-4

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,
Matti Klock
79 Oxford St., Apt. 1
Cambridge, MA 02138

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

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
802-343-5963
Apt #3 2 Imrie Rd

Allston, MA 02134

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.

heidi@post.harvard.edu

(617) 547-0611

247 Chestnut Street
Cambridge, MA 02139

January 14, 2018

Dear Sir,

I am writing in complete agreement with my wife, Heidi Gitelman's
January 13, 2018, letter.

I echo her comments, and am extremely concerned about the loss of the existing right
hand turn off of Storrow Drive, over the River Street Bridge, and into Cambridge.

I would strongly urge you to conduct further study on this issue, study in relationship to
the whole I-90 proposal. This study should not occur after the rest of the proposal has
been passed, but rather as part of it. A decision on this issue should be postponed until a
comprehensive study can be completed. As part of this study, several alternatives should DW-1
be developed and reviewed. It is also imperative that these alternatives be tested by those
who use these roads to access Cambridge.

Thank you.

Sincerely,

David Willoughby
Willoughby.d@gmail.com
(617) 547-0611

January 16, 2018

AS

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

Secretary Beaton,

To rebuild the Masspike through Allston without including a transit component from the start would be very shortsighted. The Pike is already bumper-to-bumper much of the day in one direction or both, and that's not going to be improved. The same is true of Harvard Ave. in Allston.

To connect Cambridge St. and Commonwealth Ave. across the Pike and build West Station, with connections to Brookline and Cambridge and North and South Stations, MHR-1
will be a once-in-a-lifetime improvement for mobility in Boston that cannot be put off for another 20 years.



Matthew (Max) Harless
32 Raymond Street
Allston, MA 02134-1133
mharless@wesleyan.edu

RECEIVED

JAN 19 2018

MEPA

From: Arthur Strang [<mailto:arthurstrang@msn.com>]

Sent: Wednesday, January 17, 2018 9:44 AM

To: Strysky, Alexander (EEA)

Cc: Cerbone, James (DOT); Senator Jehlen; Jan Devereux; Melissa Zampitella; Alison Field-Juma; Susanne Rasmussen; Eric Bourassa; John Attanucci; Nancy Ryan; Elizabeth Bierer

Subject: Comments on the DEIR of the I-90 Alston Interchange project

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

Attn: Alex Strysky, MEPA Office

EEA No. 15278

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

[Boston, MA 02114](#)

Alexander.Strysky@state.ma.us

MassDOT Highway Division
Environmental Services Section

Attn: James Cerbone

[10 Park Plaza, Room 4260](#)

[Boston, MA 02116](#)

James.Cerbone@state.ma.us

Original by Email

Attention: Alex Strysky, MEPA Office

Dear Mathew,

There are three comments and one assertion I wish to make.

1) Make improvements to the BU rail-bridge access. The bridge will become part of both the inner loop and AS1-1 bike path, connecting Kendall, MIT and Cambridge across the river to Alston and beyond. Construction design and as-built should not obstruct this access or purposes.

Projects should be "Complete", just like "Complete Streets-bus-lanes".

Assertion: The instant Alston Interchange relocation is turning into a limiting Pike/Harvard Project. The project should be paid by tolls and for all its benefits including the DCR Parkway and park, by Harvard University, not the State budget.

Limited vision has the same result as focusing on the car ahead on a high speed highway. You know the result.

2) Develop a full plan for the routes of construction vehicles and supplies to and from the site: especially critical to Cambridge and to our river crossings—publicly discussed, modified and enforced. Boston got a new and separate "Haul Road" for the Big Dig. AS1-2

3) Develop a complete congestion plan, publicly discussed, for the impacts and mitigation of commuter and other traffic as a result of the necessary (partial) closings of the Pike and Solders Field Road. (Ex. Free T passes for ridership-building on the parallel Red and Green Lines, and the Fitchburg and the Framingham Commuter rail lines.) AS1-3

This plan should take account of bus lanes that could better connect all rapid transit and commuter rail stops. Include the June 2018 managed introduction of the bus lanes on the sufficiently-wide two-lane access roads connecting the Alewife T to 8-lane Route 2 in Cambridge and Arlington. The Access Roads have no parking, no bicycle traffic; and now hold up in congestion: 7 MBTA bus routes, and multiple private commuter bus and van services. DCR and MASSDOT appear to be owners of the roads, and sources of bus defeating congestion at Alewife. Ask Eric Bourassa, Boston MPO and MAPC.

Please, include the three season Sunday closings of Memorial Drive in Cambridge. AS-4

The Alston Interchange relocation will introduce much more difficult congestion issues than were well handled for the replacement of the Commonwealth Avenue Bridge last year.

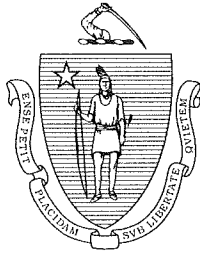
I am told that it is the Final Environmental Impact Report that must deal with issues 2 and 3.

Sincerely,
Arthur Strang

60 Fresh Pond Parkway

Cambridge, MA 02138

617-547-4158



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

January 18, 2018

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

RE: I-90 Allston Interchange Draft Environmental Impact Report

Dear Secretary Beaton,

We want to thank you for this opportunity to comment on the I-90 Allston Interchange Draft Environmental Impact Report. This project is not simply a realignment of the Mass Pike in Allston but is a major catalyst for economic development in the Greater Boston area. The proposed phasing of the project does not reflect that reality. Our hope is that you will consider these comments as you move forward and know that we are here to help and assist in making sure that this project is as transformative for our suburban neighbors as they commute into Boston as it is for our constituents whose neighborhood they have to travel through to get there.

WEST STATION

History of Transportation Projects in Allston

We want to express how utterly disappointed we are to hear that MassDOT wants to delay building West Station until 2040. When we heard 2040 we immediately translated that to mean "never". This is totally unacceptable to us and more importantly to the people we represent in Allston. The reason for that is very simple, for over a 100 years Brighton and predominantly Allston have been treated as a pass through for people going to Downtown Boston. Beginning in

the 1890s with the installation of the Boston and Albany rail lines, followed by construction of Storrow Drive and extension of Soldiers Field Road in the 1940s, the later integration of the Charles River Speedway into Soldiers Field Road in the early 1950's, followed further by the elimination of all commuter rail service in the 1960's, and finally - and perhaps the most devastating of all - the construction of the Mass Turnpike Extension in 1964, this neighborhood became more isolated as mass transit access to Downtown Boston was increased for residents of Metro West communities.

On one side, the Mass Pike Extension runs through Allston and Brighton isolating our constituents from friends, family and services in other parts of their neighborhood. On the other side of the neighborhood a highway separates our constituents from access to one of our states most treasured public parks, the Charles River Reservation. These transportation projects have formed a concrete and asphalt moat around the neighborhood for the sole purpose of facilitating automobile and passenger access from the suburbs into Downtown Boston with little regard for the residents of our community.

West Station will knit Allston together for the first time since the Boston and Albany Railroad laid tracks over 120 years ago and 60 years after the construction of the Mass Pike Extension created the impassable scar that cleaves the neighborhood. Over the years Allston has been included in transportation plans such as the Urban Ring that have either never been realized or shelved. We are now seeing a repeat of that process by "delaying" the building of West Station. This is not a once in a generation or even once in a lifetime opportunity - it is a once in a century opportunity to do it right. To ignore this chance to increase and enhance mass transit choices for so many commuters in the greater Boston area would be shortsighted and just plain wrong. West Station was envisioned as a transportation hub with commuter rail service to Back Bay and South Station, as a north-south stop for bus routes from Cambridge to Longwood, and as a potential rail link for western suburbs to North Station and Logan Airport along the existing Grand Junction Railroad. That vision will be lost if the station is not included in Phase 1.

Financing West Station

West Station has partners that have agreed to help with the cost of building the station. **Harvard University** is one on the wealthiest Corporations/Non-Profit in the world with an endowment of almost \$40 Billion and to their credit has never backed off their commitment to fund 1/3 of the entire cost of this station. We would be negligent in our duties if we didn't point out that while this is generous it isn't entirely altruistic. Harvard University is the single biggest beneficiary of the realignment of the Mass Pike Extension and when completed will gain full control of 90 acres of developable land. **Therefore, we believe that Harvard University should pay more than 1/3 of the cost and instead follow the example that New Balance set at Boston Landing**

EO2-1

by covering almost the entire cost of the station construction. When you consider the significant taxpayer investment in this project, the many streets that will be created, the sewer, water and electrical lines that will be put in place, and the amount of developable land they will have after the realignment of the Mass Pike Extension is complete, it is really not a lot to ask of Harvard University.

Boston University with a \$1.9 Billion endowment is also willing to partner with the state and contribute approximately \$8 million for the construction cost of West Station. We have been encouraged by their continued effort to knit their campus into the fabric of our community, first with the Commonwealth Avenue Phase II project and now with West Station. To be fair Boston University will potentially have some additional headaches at the end of this project. They will surely have more cars, buses, and pedestrians traveling through their campus that are not affiliated with the University. Given Boston University's history on acquiring the state armory and the negative impact their expansion had on the G.A.P. (Gardner, Ashford, and Pratt Street) neighborhood the minor inconveniences associated with West Station are again, not a lot to ask. In the end their \$8 million contribution will give them a commuter rail and bus hub that will provide public transportation connections to take their students and faculty anywhere in greater Boston faster and more conveniently.

West Station/Transit Oriented Developments

Office/Retail/Hotel

If there is any doubt we should integrate public transit into large scale projects you need look no further than Boston Landing which is 1/10 the size of the West Station Area. The Allston/Brighton community with the amazing financial support of Jim and Ann Davis knew this and insisted on creating a destination/transit oriented development that has proven to be tremendously successful. In a recent *Commonwealth Magazine* article detailing the success of this development, the director of New Balance Development provided the following quote: "For us, we have always felt that having adjacent, reliable commuter rail service at Boston Landing is a prerequisite to building the full vision of Boston Landing, as a mixed-use, transit-oriented-development." Their vision is working. In addition to being the world headquarters for New Balance, Boston Landing now counts Mass Innovation Labs, Bose, the Boston Celtics and Bruins as tenants. The vision is not limited only to office and lab space but also includes shops, restaurants, a hotel, and 295 residential units.

Housing

Mayor Martin Walsh anticipates that the City of Boston will grow to more than 700,000 residents by the year 2030, a number the City has not seen since the 1950's. Transit oriented

developments are helping to spur that growth. In response to this population increase, Mayor Walsh will help create 53,000 new units of housing across the city at a variety of income levels:

- 44,000 units of housing for the workforce
- 5,000 units of housing for our senior citizens
- 4,000 units to stabilize the market and bring rents and housing prices under control.

The opening of Boston Landing has already played a role in helping the Mayor reach that housing goal. The Boston Planning & Development Agency (BPDA) has nearly 2,200 residential units in the Allston/Brighton pipeline that can be directly linked to the mixed-use, transit-oriented-development of Boston Landing. We can only imagine the growth possibilities for affordable residential units when an area ten times the size of Boston Landing is complete and anchored by the West Station multimodal transportation hub.

Demand and Ridership Numbers for West Station

A recent statement issued by MassDOT for a broadcast on WGBH for an episode of *Greater Boston* was extremely concerning to us. In it, MassDOT stated “Before new jobs and new residents arrive in the immediate vicinity of a future station, travel demand for the proposed West Station is unknown.” The idea that you build and plan public transportation around the current demand for public transportation is in our opinion shortsighted. If this was the case Boston would have never opened the nation’s very first subway in 1897. The history of Boston Landing has proven that when you have reliable, accessible public transportation in place you get a more diverse and economically robust development.

The MassDOT statement also went on to say “Data collected...indicate that the station is not needed to mitigate the traffic impacts...” To be frank, and by their own admission, travel demand and ridership on the entire system is unknown and anecdotal at best. The 2016 *MBTA STATE OF THE SERVICE Commuter Rail* PowerPoint report acknowledges ridership counts are not accurate and reported by conductors who focus on safety and not counting accuracy. The report points out that the last comprehensive count was done in 2012. To further re-inforce the lack of accuracy on counting current passengers, the *Boston Globe* reported on March 18, 2017:

“For years, the MBTA has relied on conductor counts to help form the foundation of its ridership numbers on the commuter lines. That means the same people who are busy checking tickets and opening doors are also expected to eyeball the number of riders....the MBTA’s acting general manager admitted the agency needs to do a better job counting commuter rail riders.”

If the MBTA doesn’t have a handle on current ridership, how can they project ridership for West Station? Perhaps a more accurate representation of overall ridership in this area can be found by EO2-2

what is happening at Boston Landing. The same *Commonwealth Magazine* article mentioned above details how the Boston Landing Station has exceeded ridership expectations according to an independent consultant hired by New Balance. With half of the project completed, ridership is 80% above what they anticipated following the full build out. Integrating public transportation into the project development equation was something New Balance felt was absolutely necessary to the success of Boston Landing. In fact, Bose spokesperson Joanne Berthiaume told the *Boston Business Journal*, "We chose Boston Landing because it provides our employees with a desirable work location that's easy to access by public transportation...."

Realignment of the I-90 Allston Interchange is one of the most important transportation infrastructure projects in the Commonwealth with far reaching economic impacts for the local neighborhoods and Greater Boston area. Like Boston Landing, the land is primarily owned by one entity - Harvard University. The major differences are that this project has 10 times the developable land and a "promise" of a transportation hub in 2040. The Boston Landing transportation model is working to spur economic development and that same type of vision is required here. It is not the time to once again put the car in front of all other modes of public transportation. It is the time for a multimodal transportation plan and if implemented this project simply cannot fail. West Station needs to be included in Phase 1.

EO2-3

SECONDARY CONCERNS

An additional concern in the DEIR is the exclusion and lack of consideration for a bypass road for access to the Pike proposed by the Boston Transport Department to mitigate traffic on Cambridge Street and facilitate neighborhood access to the Charles River. That proposal had the support of the Task Force, Harvard, and BU. The DEIR also failed to include any construction mitigation plans to lessen the environmental impact on the neighborhood.

EO2-4

EO2-5

In closing we respectfully request that your take away from this comment letter is that West Station must be incorporated into Phase 1 of the I-90 Allston Interchange realignment project. The original MassDOT Environment Notification Form (ENF), the Certificate from your office on the ENF, and early MassDOT informational meetings all included West Station as an essential component of the realignment project with a completion date of 2025. Our expectation is that the original concept for the project must be retained in its entirety and that West Station becomes fully operational in 2025.

We further request that MassDOT monetize the total benefits that Harvard University, and to a lesser extent Boston University, will receive from the completion of this project and leverage that information to increase their contribution to the construction of West Station.

Thank you in advance for your consideration to our concerns.

Sincerely,



Sal N. DiDomenico
Vice Chair, Joint Committee on Ways and Means
SENATOR
MIDDLESEX AND SUFFOLK



William N. Brownsberger
Chairperson, Joint Committee on the Judiciary
SENATOR
SECOND SUFFOLK AND MIDDLESEX



Kevin G. Honan
Chairperson, Joint Committee on Housing
STATE REPRESENTATIVE
17th SUFFOLK DISTRICT



Michael J. Moran
Assistant Majority Leader
STATE REPRESENTATIVE
18th SUFFOLK DISTRICT



Mark Ciommo
BOSTON CITY COUNCIL
DISTRICT 9

cc: MassDOT Highway Division
Environmental Services Section
Attn: James Cerbone
10 Park Plaza, Room 4260
Boston, MA 02116

Stephen H. Kaiser
191 Hamilton St.
Cambridge Mass. 02139

To : Secretary Matthew Beaton, Executive Office of Energy & Environmental Affairs
Attention : Alex Strysky, MEPA Unit

From : Stephen H. Kaiser

Comment #1 : Draft EIR for I-90 (EEA #15278) : Updating Master Plans for Allston : Transit and Harvard

The DEIR for the I-90 project currently under public review has generated notable controversy. The project is complex, with construction costs now estimated over \$1 billion, and the published EIR (without appendices) is 602 ledger-sized pages. The report includes extensive description of the new road alignment comparison of three alternatives for the viaduct section of the project traffic calculations and an Appendix dealing with various design options for West Station.

The DEIR may be the largest submission ever made to MEPA, with a 2 gigabyte package including appendices. Nevertheless, there are certain key aspects of the project that are missing : a comprehensive master plan for land development in North Allston a state and local transit plan ... and a traffic analysis that recognizes the evidence of severe traffic congestion in the area.

SK-1
SK-2
SK-3
SK-4

Obscured in the controversy are positive planning aspects of the I-90 plan – the replacement of out-of-scale highway structures with reduced scale at-grade roadways, and the effort to integrate bicycle circulation into the new street pattern. The plan takes no residences or businesses. It begins with a sprawling 1960s highway interchange and a barren former rail yard ... and seeks to create a new modern community in Allston. It considers three alternatives for the viaduct section (the “throat”) and seeks to compare the options rationally. It introduces new ideas to expand currently constricted parkland sections along the Charles River.

The cover of the DEIR states that the project is “multimodal” in purpose. The valid goal of reconstructing a 50-year-old highway interchange and viaduct thoroughly overshadows the prospect of two decades with no improvements to mass transit. A true multimodal plan should have included added transit service and should have shown how transit would handle new trips generated from development on Harvard land.

SK-5

The MEPA process of public review can help agencies assemble plans and commit to essential mitigation. While the DEIR lacks the needed transit elements for both the near and distant future, the MEPA process as a whole can be adjusted to fulfill the planning requirements for Harvard's properties in Allston. MEPA can build on two sets of files already in existence and then set up a third to fulfill the long term requirements for Allston transit.

By Section 301 CMR 11.01(1)(d) of MEPA regulations, the environmental review process should demonstrate that proper planning has been done : “It enables the Proponent and each Participating Agency to consider the positive and negative, short-term and long-term potential environmental impacts for all phases of a Project, and the cumulative impacts of the Project and any other Project or other work or activity in the immediate surroundings and region. It also enables an Agency to consider the cumulative impacts of Projects requiring individual Agency Actions taken in accordance with each of its programs, regulations and policies MEPA review can influence the planning and design of a program, regulations, policy, or other Project to enable an Agency so to achieve these goals”

The two MEPA filings that are relevant to such planning are the DEIR for I-90 (EEA #15278) and the Final EIR for Harvard's Allston Master Plan (EEA #14069). The primary purpose of the I-90 DEIR is to reconstruct the Allston Turnpike interchange. The primary purpose of Harvard's Master plan is to provide estimates of future development in a comprehensive and up-to-date way. For transit improvements, the I-90 DEIR includes Appendix A with its presentation of various ideas for the creation of West Station and layover tracks for commuter rail trains. However, it recommends that West Station not be built until year 2040, and in so doing also precludes any transit service to Allston using the Grand Junction corridor in Cambridge. Thus, the DEIR provides no transit improvements for the next 22 years.

Harvard's Master Plan from the beginning has stressed shuttle bus and local MBTA bus routes, although in recent years the University has agreed to pay for one-third of the cost of West Station and its connection to commuter rail service on the Worcester branch. The last full update on the Harvard Master Plan was in 2014, and included a total of 1.3 million s.f. of development in the ten-year plan. No comparable filing was made to show the potential new growth for ten-year to twenty-year period. No filing has been made for the present interchange/rail yard area on land now totally owned by Harvard. No filing has been made for other growth elements within the Enterprise Campus area between Western Avenue and Cambridge Street.

Neither the I-90 nor the Harvard Master Plan processes treats the Grand Junction SK-6 design in detail, except to suggest that the currently preferred service would be locomotive-based -- for freight and commuter rail service. To date there have been no submissions to MEPA that describe and delineate this service, other than earlier filings under the Circumferential Transit or "Urban Ring" proposals initiated in 2001 under file # 12565. In October 2009, state transportation officials withdrew the project and all work on its associated EIR. The Citizens Advisory Committee set up under MEPA was disbanded.

Historically, there have been three MEPA filings, one for I-90, one for Harvard development and one for circumferential transit. All the pieces seem to be there, except that the Urban Ring has been officially withdrawn. Trying to build on this obsolete project does not make sense when today there are pressing needs for transit solutions in Allston.

One strategy would be to utilize the multi-modal nature of the I-90 DEIR and retain West Station as an early action project to be completed concurrently or soon after construction of the new interchange roadways. The Harvard Master Plan filing with MEPA would be brought up to date, with initial considerations of transit options, including bus shuttles. A transit Master Plan would be initiated by MassDOT, with a filing to the MEPA office. It would build on West Station to include Grand Junction service and other major transit initiatives. Such a strategy would place a primary focus on trip generation and handling as many trips as possible by mass transit in all forms.

A second strategy would be to continue the I-90 EIR process as primarily a highway reconstruction project. The transit Master Plan process would include West Station and

other transit elements. One obvious weakness in this option is that early action on West SK-7 Station would be delayed.

THE NEED TO DEFINE THE EXPECTED LEVEL OF GROWTH

The I-90 DEIR identifies four areas of Harvard ownership in Figure 11 of Appendix C. The “Project Area” for the Interchange is shown in admirable detail in Graphic 5.2-1 (p.132 of 602), with individual parcels identified, including dimensions. Potential development has been identified as 4.1 million gross square feet (gsf) for the interchange/rail yard area (DEIR p.5-40). This intensity of development corresponds to a Floor Area Ratio of 2.3. Extension of Harvard's ten-year plan to twenty years would add 1.6 million gsf to the previous 1.3 million, for a new total of 2.9 million gsf.

Air rights land is shown in Graphic 5-2-2 [p. 134 of 602] as 1.5 million s.f. For an FAR of 2.3, the development potential is 3.4 gsf. Thus the total development potential for 2040 from the four Harvard-owned properties would be $2.9 + 4.1 = 7$ million gsf without air rights and 10.4 million gsf with air rights included.

Updating Harvard's filing on its Master Plan would raise the amount of development filed with MEPA from 1.3 million gsf to at least 7 million gsf, and represents a significant change. A good next step would be for Harvard to provide estimates of 2025 and 2040 trip generation, to be peer reviewed by MassDOT.

Harvard has indicated its desire for a Boston zoning text amendment that would allow FAR limits of 4.0 (Enterprise Research Campus PDA Master Plan, Dec. 2017, p. 4). This change increases the development potential to 10 million gsf without air rights and 16 million gsf with air rights. Harvard's project has increased in size. It is now very large.

By comparison, Kendall Square in Cambridge has approximately 10 million gsf of existing development and is served by the Red Line. Suffolk Downs (EEA # 15783) is being proposed for a population of 50,000 and 16 million gsf in Boston and Revere. The site is served by two stops on the Blue Line. Somerville and Quincy both plan large developments around properties near the Green/Orange and Red Lines. The Seaport area contains vast areas of under-developed land.


The basic MBTA rapid transit system may be 100 years old in some places, but historically this rail system has moved vast numbers of people. The system has proven potential. However, the system is ruled by reduced aspirations at the MBTA : there is an awareness that customer growth will increase much faster than our ability to meet that need. New transit fleets will help, especially on the Red and Orange lines. But applicants for future MBTA capacity should all know that there must be a proper balance between supply and demand. Ideally supply should be working diligently to stay ahead of demand.

In the certificate issued by EEA for the I-90 DEIR, the Secretary should urge MassDOT to initiate a transit planning process for Allston. Also urge Harvard to bring its own Master Plan submissions to MEPA up to date. The I-90 Draft EIR has brought to our attention the Master Planning work that needs to be done. It has provided us with an eye-opener into the needs of the future.

As MassDOT advances towards a Final EIR for I-90, I hope that the FEIR can show more detail on the design of West Station and associated transit support systems, including SK-8 commuter rail layover space. An important element in the provision of layover tracks SK-9 should be noise and anti-idling rules for diesel locomotives, especially for the older and SK-10 more highly polluting F40 locomotives. The rail yard must become a good neighbor.

It seems clear that ideas for improved transit in Allston have not come easily to MassDOT or Harvard. The MEPA process can help get ideas out on the table -- to be sorted out for priority value and further investigation. In my next comment #2, I will elaborate on some of the ideas and early design elements that might be included in a transit master plan for Allston as reasonable mitigating actions.

Sincerely,



Stephen H. Kaiser, PhD
Independent Traffic and Transit Engineer

<http://www.massdot.state.ma.us/highway/HighlightedProjects/AllstonI90InterchangeImprovementProject/Documents.aspx>.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Associate | Manager of Public Involvement
HSH_e-mail_signature



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From: Mark Romanowsky [<mailto:mark.romanowsky@gmail.com>]
Sent: Saturday, January 20, 2018 3:12 PM
To: Strysky, Alexander (EEA)
Cc: Cerbone, James (DOT)
Subject: I-90 project: please build human-scale streets and West Station

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

Dear Secretary Beaton,

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. MR-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. MR-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. MR-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. MR-4

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,
Mark Romanowsky
79 Oxford St., Apt. 1
Cambridge, MA 02138

From: brent whelan [<mailto:jgbwhelan@gmail.com>]
Sent: Sunday, January 21, 2018 2:38 PM
To: Strysky, Alexander (EEA)
Cc: Cerbone, James (DOT)
Subject: EEA #15278 (I-90)

Mathew Beaton
Secretary of Energy & Environmental Affairs
Attn: MEPA Office
Alex Strysky, EEA, No. 15278
10 Park Plaza, Rm. 4260
Boston MA 02116

Dear Secretary Beaton,

As a long-term resident of Allston I have a strong interest in the I-90 improvement project now under environmental review. Several elements of that design will seriously affect the future well-being not just of my immediate neighborhood but of many thousands of commuters, motorists, cyclists and pedestrians from all over the region for many years to come. I therefore urge you to require MassDOT's planners to address several specific shortcomings in their current proposals. In particular:

- **Local streets:** MassDOT's plan will eliminate current on/off ramps for I-90 at Allston, but their plan does not take responsibility for redirecting that traffic in ways that will avoid overloading neighborhood streets. The system of multiple interchanges to distribute traffic makes sense in theory, but the details are seriously deficient. Streets that will carry I-90 traffic are designated as "built by others" (i.e. Harvard University, the sole landowner north of the interchange). Intersections where traffic could enter or exit I-90 are aligned with local streets (e.g. Seattle St.) but not with Stadium Way, one of the three north-south roads proposed by Harvard for this purpose. Harvard currently proposes that northbound traffic will use East Lane and Cattle Drive, new streets Harvard proposes to build, but those streets as designed would end at Western Ave., which would not allow that traffic to continue northbound to Soldiers Field Rd., Memorial Drive, and beyond. Stadium Way, which could connect to those northern arteries via N. Harvard Sts., is currently designed by MassDOT without direct connection to an I-90 interchange.

In sum, current roadways as designed by planners from Harvard and MassDOT will not offer reasonable alternatives to I-90 traffic entering or exiting at Allston. This will seriously risk overloading more direct routes through residential streets--a disaster for quality of life and safety, and a bottleneck for commuting traffic. I strongly urge you to require MassDOT and Harvard to redesign Stadium Way, Cattle Drive, and East Lane in a way that will support the massive traffic that passes through this interchange every day.

BW-1

- **Transit:** As many have noted, the inclusion of West Station in this project represents a historic opportunity to enlarge the transit network, reconstituting an essential link in what was once known as the Urban Ring. West Station should become a stop on the commuter

rail, but more importantly, its strategic location would permit it to become a true hub in the system. Bus links to Cambridge and Longwood make terrific sense, and eventually a light rail link to Kendall will be possible as well. BW-2

The recent announcement that West Station could be deferred till 2040 was disheartening, to say the least. I urge you to require MassDOT to include West Station, with transit linkage to Commonwealth Ave (and beyond) and a design that anticipates further connections to Kendall. BW-3

- **People's Pike:** In the confusion of multiple designs under consideration, I fear one of the original merits of this plan might be overlooked or sold short. The path that would allow cyclists and pedestrians safe access to the Charles River parklands from the west and south, through West Station and alongside the highway, with sufficient breadth and access to feel safe and attractive, is an essential forward-looking aspect of what might otherwise become a highway replacement project and nothing more. BW-4

I would ask you to urge MassDOT to maintain and enhance all the design features that will encourage maximum use of this thruway.

These improvements to MassDOT's current proposal are eminently feasible. They respect the rights of neighbors, including cyclists, pedestrians, and transit users, not to be overrun by this massive highway and its traffic, so disruptive to a tranquil use of the city. MassDOT began this project with the best multi-modal intentions. I urge you to urge them to return to that conception before allowing this design process to advance.

Respectfully,

Brent Whelan
332 N. Harvard St.
Allston MA 02134
617 921 7820

From: John Eskew <john.eskew@gmail.com>

Sent: Sunday, January 21, 2018 1:19 PM

To: Strysky, Alexander (EEA)

Subject: Please build West Station now

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

Mr. Strysky,

West Station should be built at the start of the Mass Pike viaduct reconstruction in Allston. The station would enable valuable transit connections that simply don't exist today. I live in North Allston/Brighton and my sons go to school at Boston Latin School in the Longwood area. We currently cross over the Charles River into Cambridge and take the BU Bridge back to Boston in order to get to their school. If more viable transportation links existed between our neighborhood and the Longwood area, we would leave our car at home more often and utilize them. West Station enables those options to exist. It'd be short-sighted to delay West Station to the proposed 2040 - in fact, it might never be built if delayed that long.

JE-1

Thanks,
John Eskew
11 Raymond St.
Allston, MA 02134

From: Iles, Debra <debra_iles@hks.harvard.edu>

Sent: Monday, January 22, 2018 3:26 PM

To: Strysky, Alexander (EEA)

Subject: I-90 Project - citizen input

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

Dear Secretary Beaton,

I am writing to you as Board Chair of the Charles River Conservancy and an avid parkland supporter. This I 90 project has to do much more than replace a crumbling highway, this project must also address multi modal transportation and the creation of new green spaces. Both these complements were short changed during the planning of the new Seaport district. We can and must do better in Allston – along the banks of our beautiful Charles River.

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. 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. DI-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. DI-2, 4 & 5

We have a golden opportunity to create a 21st-century network of transit by bus, rail, and bike that also dramatically improves active enjoyment of the Charles River Parklands, and creates a new community asset in Allston that the neighborhood and Harvard can both be proud of. 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 DI-6
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept DI-7
3. Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking. DI-8

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

Sincerely,

Debra Iles
Board Chair, Charles River Conservancy

Senior Associate Dean, Executive Education
Harvard Kennedy School Executive Education

79 JFK Street, Mailbox 73, Cambridge, MA 02138 USA

617 496 5549 | debra_iles@hks.harvard.edu | www.hks.harvard.edu/executive-education

From: john powell <lighttimeinspace@verizon.net>
Sent: Monday, January 22, 2018 12:26 PM
To: Strysky, Alexander (EEA)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction

I am a long time Allston resident -- 101 Franklin Street -- Allston is in a housing and transportation crisis. It does not need more computers and more cars -- it needs more intelligent transit -- be it bus, trolley or commuter rail. It needs it now -- not in twenty years. It needs it before Harvard builds its estimated 5000 units and BU its estimated 3500. JP-1

thank you

John Powell

From: Mark Lowenstein <mloenstein3@gmail.com>

Sent: Monday, January 22, 2018 2:28 PM

To: Strysky, Alexander (EEA)

Subject: We need a transportation vusion

Hello,

I am writing as a Brookline town meeting member, and concerned citizen. Boston and this area has so much going for it. The economy is good, we have a great talent pool, and a plan to add significant housing to the area. All projections show continued, steady growth in population over the next two decades.

Unfortunately, there is no long-term vision for how everybody is going to get around. Other than the two decades late green-line extension, there is no plan to significantly expand public transport capacity or coverage in this region. I believe we have come to a point where the increasing inability to simply get around effectively is the biggest inhibitor to the growth of the economy here. People are going to start leaving.

If I was Jeff Bezos, and saw the car-only orientation of the I-90 project, and the traffic choked, transportation-poor Seaport District, I would cross Boston right off my list.

I will not support any candidate for Governor, nor any other elected official, who does not buy into -- with teeth and with dollars -- a commitment to a significant improvement in our transportation system.

Sincerely,
- Mark Lowenstein

--

Mark Lowenstein

mloenstein3@gmail.com

T: [@marklowenstein](https://www.instagram.com/marklowenstein)

617-913-8900

From: Epstein, Michael (BIDMC Medical Staff) <mepstein@bidmc.harvard.edu>
Sent: Monday, January 22, 2018 3:53 PM
To: Strysky, Alexander (EEA)
Subject: Allston Mass Pike 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,

As a resident of Cambridge and a frequent user of both the Mass Turnpike as well as the Parklands along the Charles River, I am deeply concerned about the upcoming changes necessitated by the crumbling infrastructure of the Mass Pike.

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- ME-1
centered transportation system incompatible with such a reduction in emissions.

The DEIR is also inconsistent with the City of Boston's Imagine Boston 2030 and ME-2
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, ME-3

construction of West Station in the first phase,^{ME-4} and steps to move forward with passenger service on the Grand Junction.^{ME-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^{ME-6}
project
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept
3. Reduce the number of lanes in streets throughout the proposed urban^{ME-7}
grid to create a safer environment more conducive to walking and biking.
4. Study how separate paths for biking and walking can be provided in^{ME-8}
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^{ME-9}
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^{ME-10}
cross over the highway and link Commonwealth Ave in Boston and
Brookline to the Charles River parkland to further encourage commutes
by bike.
6. Introduce new North-South bus routes that cross over the highway^{ME-11}
and connect North Allston and Commonwealth Ave, and by extension
Harvard Square and Longwood.
7. Fully evaluate the possibility of shifting the rail lines away from the^{ME-12}
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^{ME-13}

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.

8. Study how to upgrade the Grand Junction railroad linking West Station, Kendall Sq. and North Station, and enhance the Grand Junction Bridge to become a walk/bike connection between the Charles River parkland in Cambridge and Boston. ME-14
9. Evaluate increasing off-peak commuter rail service between Worcester and Boston—obviating the need to build a layover area to store idle trains in Allston. ME-15

Sincerely,

Michael F. Epstein, MD
23 Willard Street
Cambridge, MA 02138

From: [Troy Brogan](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction
Date: Monday, January 22, 2018 12:43:35 PM

Good Afternoon

I would like to add my voice to the many concerned citizens who would like to see this project move forward sooner then later.

Regards

Troy Brogan