

From: Chantal Eide [<mailto:ceide@comcast.net>]
Sent: Tuesday, January 23, 2018 7:58 PM
To: Strysky, Alexander (EEA)
Cc: Cerbone, James (DOT)
Subject: PETITION: 21st-CENTURY TRANSPORTATION FOR ALLSTON

To 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
Copy to james.cerbone@state.ma.us

Over the next 15-20 years, 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.

Under the Global Warming Solutions Act, Massachusetts must cut its greenhouse gas (GHG) emissions by at least 45% below 1990 levels by 2030. In the transportation sector, progress in meeting this goal has been minimal. An average subway train emits over 4 times fewer GHG per passenger-mile than an average single-occupant car. Diesel-hauled commuter-rail trains emit about 3 times fewer GHG.

We appreciate that the Draft Environmental Impact Report (DEIR) for rebuilding the Mass. Pike and Allston area is more bike- and pedestrian-friendly than previous plans. But basically, the road and transit portions of the DEIR recreate an outdated 20th-century car-centered transportation network.

Instead, there must be a 21st-century network. Most crucially, West Station on the Worcester commuter-rail line must be built at once, and passenger service there started immediately. If costs are a concern, construct only minimal amenities at West Station. CE2-1

Other essential features of a **truly regional** transportation system include the following, which must also be parts of the revised DEIR.

1. Rebuild the Mass. Turnpike at ground level, and build new bridges over it linking Boston and Brookline to Cambridge and the Charles River parkland. CE2-2
2. Introduce new North-South bus routes using the new bridges, using electric buses as soon as possible. CE2-3
3. Upgrade the Grand Junction railroad linking the West Station, Kendall Sq. and North Station, and on it run multiple-unit—preferably electric—passenger trains. CE2-4
4. Outside the rush hour, introduce hourly off-peak trains between Worcester and Boston— obviating the need to store trains near West Station. CE2-5

Thank you,

Chantal Eide
02139

From: Christopher Breene [<mailto:christopher@gftbdigital.com>]
Sent: Tuesday, January 23, 2018 10:02 AM
To: Strysky, Alexander (EEA)
Cc: Cerbone, James (DOT)
Subject: A Resident's Comments on the Allston I-90 Project

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 et. al.,

I am a resident of Brighton-Allston and I am writing to you with my thoughts around the redevelopment of the Mass Pike. I believe this project is vital to my neighborhood, and I am raising my voice as a resident and registered voter in support of the project. According to proposals Harvard wants to develop 75 acres in Allston with many accompanying housing units. I see this growth with 3 developments all around me sprouting up on Western ave. I am fully in support of this growth in my area, but with it we must be cognizant of necessary changes to our infrastructure. With that in mind, I believe there is one choice - and one alone - for the Allston I-90 project.

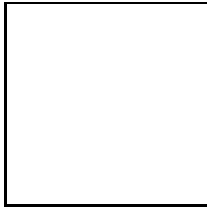
As someone who walks and bikes around our neighborhood, I abhor some of the proposals out now around the Pike. My preferred design plan is at-grade, without the confusion of the other two proposed plans and without the congestion it is sure to bring. However, the major flaw with this at-grade design, with all modes of transportation side by side, is that there is no room for green space and walking. The bike path on the far left is wonderful but with it so close to the Soldier's Field Rd it is simply not a safe path for pedestrians. Thus, I strongly urge you to consider the at-grade proposal with an addition of a boardwalk so that this strip of land may still be walkable.

I encourage you to support the best proposal that creates 4 or fewer lanes with room for bikers and walkers. CB-1
In addition, I would like to see West Station included as part of this proposal. I join the growing collection of residents and elected officials calling for West Station to be included in Phase One of this project. As a CB-2
resident by Boston Landing, West Station may not benefit me directly, but it will help congestion in the neighborhood with the new developments coming. Along with the development, I hope you will consider increased bus routes as well. As a primary bus commuter, I urge you to increase North-South and East-West CB-3
bus routes with this proposal.

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 this project with the residents of my neighborhood in mind.

Sincerely,

Christopher J. Breene
14 Portsmouth Street
Unit B
Brighton, MA 02135



Christopher Breene

Founder & CEO

GFTB Digital

m: 857.498.8778

w: www.gftbdigital.com e: christopher@gftbdigital.com

From: jenniferbengel@gmail.com <jenniferbengel@gmail.com>

Sent: Tuesday, January 23, 2018 6:09 PM

To: Strysky, Alexander (EEA)

Subject: let's build a better transit system!

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,

Please, Secretary Beaton, we implore you to consider these points:

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. JEng-1
- West Station, perhaps as an less-expensive interim station, is also completed by 2025 in Phase One. JEng-2
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.
- 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. JEng-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. JEng-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,

Jennifer Engel
36 Eatonia Street
Allston, MA 02134

Jennifer Engel
set decorator
CASTLE ROCK
BAD ROBOT

617-834-5698 cell

From: John Donnellan <jdvailco@hotmail.com>
Sent: Tuesday, January 23, 2018 9:50 AM
To: Strysky, Alexander (EEA)
Subject: FW: Thursday: Rally for Transit, Not Traffic

Please support West Street station creation. 2040 seems like a long way off... JD-1

From: People's Pike [<mailto:peoplespike@gmail.com@mail122.sea31.mcsv.net>] **On Behalf Of** People's Pike
Sent: Monday, January 22, 2018 10:54 AM
To: jdvailco@hotmail.com
Subject: Thursday: Rally for Transit, Not Traffic

1.1.1 Thank You State Rep. Mike Moran & Allston/Brighton Elected Officials

for [your excellent comment](#) letter supporting West Station and a north-south bus route connecting Cambridge and Longwood.

1.2 RALLY FOR TRANSIT, NOT TRAFFIC THURSDAY @ 8AM

During our information session roadshow and neighborhood street canvassing, we've been hearing from our neighbors how the MBTA buses and trains are already packed in 2018, yet MassDOT is saying we have to wait until **2040** (or never!) to improve transit for our neighborhood.



We will march (on the sidewalks) from the Doubletree/River St Bridge/Cambridge St intersection to Governor Baker's campaign headquarters at 500 Lincoln Street to let him know that we need West Station NOW! Our neighborhood deserves better transit and we need to let him know.

Join us for a few minutes on your way to work or stay & linger for a while. Signs

& banners will be provided or bring your own.

<https://www.facebook.com/events/182266712508866/>



1.2.1 In The News

- Harvard, only you can save West Station - [Dante Ramos in the Boston Globe](#)
- Massachusetts needs a vision for Allston project that eyes regional transit – [Boston Globe Letter to the Editor](#)

**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

Please include your full name and mailing address



This email was sent to jdvailco@hotmail.com
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People's Pike · 28 Mansfield St · Allston, MA 02134 · USA

MailChimp

From: Liam Sullivan <liamothemts@gmail.com>
Sent: Tuesday, January 23, 2018 10:04 AM
To: Strysky, Alexander (EEA)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction

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

Dear Secretary Beaton:

I'm writing as a Boston resident who works in Allston and commutes regularly through the neighborhood. I strongly support constructing West Station without delay as the centerpiece of LS-1 transit-oriented development that will provide economic, transit, and environmental benefits for the Allston neighborhood and Boston in general. Prioritizing automotive solutions may briefly make improvements for some wealthy car commuters from the suburbs but will come at the cost of further isolating Allston within a concrete and asphalt moat, increasing pollution that exacerbates climate change, and losing a once-in-a-century chance to create a mass transit system that will change the lives of millions of people of all income levels for the better.

Sincerely,
Liam Sullivan
6 Craft Place #3
Jamaica Plain, MA 02130
617-276-2463

From: Nancy Schon <nancy@schon.com>
Sent: Tuesday, January 23, 2018 11:49 AM
To: Strysky, Alexander (EEA)
Subject: I 90 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](mailto:alexander.strysky@state.ma.us)
alexander.strysky@state.ma.us

Dear Secretary Beaton,

I am writing to you as one who was a member of the Board of the Charles River Conservancy for over 12 years and now as a member of the Advisory Board. I am the sculptor of "Make Way for Ducklings" sculpture in the Boston Public Garden, the "Tortoise and Hare" in Copley Square, the Nursing Sundial at the MGH and many others. You may also know me as the "Skateboard Granny". I played a major role in the creation of this 21 year project, the 40,000 sq ft World Class Lynch Skate park under the ramps of the Zakim Bridge. This being said, I care deeply about the parklands and the I 90 project and how essential it is to do it thoughtfully.

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

Under the Global Warming Solutions Act, Massachusetts must cut its greenhouse gas emissions by 25% below 1990 emissions levels by 2020 and at least an 80% reduction by 2050. I appreciate that in 2017 you and MassDOT Secretary Pollack held a series of listening sessions to discuss reducing greenhouse gas emissions from the transportation sector. While the Allston DEIR is an improvement over the existing dreadful conditions, it recreates an outdated 20th-century car-centered transportation system incompatible with such a reduction in emissions. NS-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. NS-2 NS-3 NS-4 & NS-5

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

- 1 Build West Station with two-track service in the first phase of the project NS-6
- 2
- 3 Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept
- 4 Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking. NS-7
- 5
- 6 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 NS-8

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. NS-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. NS-10

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. NS-11

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. NS-12 NS13

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. NS-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. NS-15

Sincerely,
Nancy Schön
291 Otis Street,
West Newton MA

617-969-7214
www.schon.com

From: Robert Weinberg [<mailto:weinberg@wi.mit.edu>]
Sent: Tuesday, January 23, 2018 11:59 PM
To: Strysky, Alexander (EEA); Cerbone, James (DOT)
Subject: Allston MassPike Exit

Dear Messrs. Strysky and Cerbone, I'm writing to provide my own input into the current discussions of the future configuration of the future MassPike Allston exchange. I would make the following points:

1. Since Harvard is benefiting so enormously from the relocation of the railyard, it should continue to pay a significant part of some of the costs. This major public works project does not benefit all stakeholders equally, which should be kept in mind as its costs are evaluated and Harvard's fair-share contributions are calculated. .
2. As a resident of North Brookline for the past 39 years, I can say that our part of Brookline feels perpetually under siege, mostly from the expansionist agenda of Boston University; the proposed Allston Exit traffic now creates a new type of potential stress.
3. My neighbors and I will strongly resist attempts to dump 20 thousand cars a day on our neighborhood, where we will be in effect asked to serve as a conduit between the MassPike exit and the Longwood medical area. Thus, we strongly support the stance of the Brookline Board of Transportation which resists the use of the Malvern St. connector as a route that is useable by all types of motorized vehicles. Any proposal to open up Malvern St. to general vehicular traffic will be met with stiff resistance from the Town of Brookline and its residents. (Some of us are resigned to the use of Malvern St. by commuter/shuttle buses plus pedestrian and bicycle traffic; others even resist the idea of buses being allowed on the future Malvern St..) RW-1
4. The Commonwealth to date has focused on issues of precisely how the roadways passing through the "throat" area should be configured. For us in North Brookline, this is an issue of secondary importance. We are instead focused on the disruption that may be caused by a flood of vehicular traffic.
5. In the end, the issue of how to move people around town is of transcending importance, far more consequential than the precise configuration of the "throat". Postponing the inclusion of the West Station for another quarter century seems from many points of view to be an actively bad decision. Now is the time to confront the current difficulties of human and vehicular traffic between different parts of the Boston-Cambridge-Brookline area, not decades from now. RW-2
6. The lack of rational and useful connections between the neighboring communities of Brookline and Cambridge is an absurdity that we have all gotten used to over the past half-century. In order for me to go from N. Brookline to Cambridge via public transportation necessitates a 45 minute trip via Park st. — precisely as long as it takes me to walk from my home to Kendall Square. The route for driving a car from North Brookline to Cambridge is even more absurd, necessitating taking the single-lane back road of Linden St. from Brighton Ave. to Cambridge St. and thence to various parts of Cambridge itself. Now is the time to address these problems, not 20 or 25 years from now.

Thanks for your attention to this matter. Best wishes, Bob Weinberg

Robert A. Weinberg, Ph.D, Member
Whitehead Institute for Biomedical Research Professor of Biology, MIT Director, MIT Ludwig Center for Molecular Oncology
455 Main Street, Suite #301
Cambridge, MA 02142
617 258-5159
617 258-5213 Fax
weinberg@wi.mit.edu

From: Robyn Reed <rlreed@gmail.com>
Sent: Tuesday, January 23, 2018 12:40 PM
To: Strysky, Alexander (EEA)
Subject: I 90 DEIR Public Comments

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

Dear Secretary Beaton,

I am writing to you as a director of the Charles River Conservancy, a Cambridge resident, 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 integrated, sustainable green spaces. Both these complements were short changed during the planning of the new Seaport district. We can and must do better in Allston.

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

Under the Global Warming Solutions Act, Massachusetts must cut its greenhouse gas emissions by 25% below 1990 emissions levels by 2020 and at least an 80% reduction by 2050. I appreciate that in 2017 you and MassDOT Secretary Pollack held a series of listening sessions to discuss reducing greenhouse gas emissions from the transportation sector. While the Allston DEIR is an improvement over the existing dreadful conditions, it recreates an outdated 20th-century car-centered transportation system incompatible with such a reduction in emissions. RR-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 that the North-South Station connector would potentially eliminate) 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. RR-2
RR-3, 4 & 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 and connections to the Charles River Parklands. I ask that you require MassDOT to submit a Supplemental DEIR to address these issues:

1. Build West Station with two-track service in the first phase of the project. RR-6
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept.
3. Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking. RR-7
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. RR-8
RR-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. RR-10

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. RR-11
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. RR-12
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. RR-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. RR-15

To successfully transform a highway and rail interchange into a vibrant new neighborhood takes thoughtful planning and concerted effort. As a landscape architect, I fully appreciate the significant challenges that this project presents. However, as a city and region, we have one chance to set the framework for this neighborhood. To simply replace the viaduct with another one in kind is to look backwards to the previous century's engineering solutions. As this region courts Amazon and other tech industries, we need to embrace the opportunity this project represents as the start of new era for Boston that fosters and advances integrated and multi modal transportation design.

Sincerely,
 Robyn L. Reed
 1572 Massachusetts Avenue #5
 Cambridge MA 02138

From: Alex <aabernhard@comcast.net>
Sent: Wednesday, January 24, 2018 6:24 PM
To: Strysky, Alexander (EEA)
Cc: WalkBoston@mail.vresp.com
Subject: Allston

Dear Mr. Strysky:

It's time to start changing our car oriented society before we all drown in traffic.

Please make sure there are real transit improvements built into any plans for Allston; not in 2040 but now. ABern-1

Alex Bernhard
Unit 3401
3 Battery Wharf
Boston, MA 02109

From: Solar, Barry <Barry.Solar@NEMoves.com>

Sent: Wednesday, January 24, 2018 5:40 PM

To: Strysky, Alexander (EEA)

Cc: 'Martyn Roetter (mroetter@gmail.com)'

Subject: Mass Pike Project

Gentlemen,

The era of the automobile is winding down. It would be criminal to undertake a \$1 billion dollar project without full planning and construction of mass transit, bike, and pedestrian improvements. BSO-1

Barry L. Solar

180 Beacon St. 4G

Boston, Ma. 02116

Cell: 617-823-8855

barry.solar@nemoves.com

***Wire Fraud is Real*. Before wiring any money, call the intended recipient at a number you know is valid to confirm the instructions.** Additionally, please note that the sender does not have authority to bind a party to a real estate contract via written or verbal communication.

From: Ben Bayes <bayesb@gmail.com>
Sent: Wednesday, January 24, 2018 5:04 PM
To: Strysky, Alexander (EEA)
Subject: \$58 Million in Funding for West Station should not be ignored

Hello Mr. Strysky,

My name is Benjamin Bayes, and I'm a homeowner on the Framingham/Worcester line in West Newton. I was given your contact information from the People's Pike organization, <http://peoplespike.org>, <https://twitter.com/PeoplesPike/status/938233074575388682>

I just read in the Boston Globe that Harvard University has pledged \$50 million dollars to build West Station, with an additional \$8 million dollar incentive to build an interim station.

I believe it would be an monumental mistake to wait until 2040 to build West Station, considering BB-1 Massachusetts would only have to cover approximately 1/3 of the cost. Massachusetts is now back to the original terms of the project, where 1/3 would have been paid by Harvard, and 1/3 would have been paid by a 3rd party! I strongly support better public transportation options to Allston, Boston, and someday, the MBTA's vision for a Grand Junction with rapid transit, and access to Cambridge and North Station.

Furthermore, Jim Aloisi, former Massachusetts Secretary of Transportation, believes the current estimate for the cost is inflated, and value engineering should reduce the figure to something reasonable: <https://twitter.com/JimAloisi/status/956227470788882432> But Harvard's pledge wouldn't be reduced based on this! It's possible Massachusetts might pay pennies on the dollar for West Station!

Good public transit is a massive benefit for Massachusetts residents, and not just in Allston. I want less traffic, less pollution, more energy independence, and improved property values. As if that wasn't reason enough, every dollar that Harvard pledges is a dollar taxpayers like myself save. Deals don't get more win-win-win than this.

Please don't make a mistake that will take a generation to correct. Build West Station now!

Sincerely,

Benjamin Bayes
96 Westland Ave,
West Newton, MA 02465

--

Ben

From: Beezy Bentzen <billielouisebentzen@gmail.com>

Sent: Wednesday, January 24, 2018 5:33 PM

To: Strysky, Alexander (EEA)

Subject: I-90/Mass Pike Project

To Whom It May Concern:

The I-90 Mass Pike Project provides a opportunity for exactly the kind of development Boston needs. It can serve all of the projected 50,000 future residents and workers in the zone extremely well, as well as resulting in an area that can become a tremendous economic engine for Boston.

But only if transit, pedestrians, and bicycles are fundamental to the design, and they are planned and built at the outset. BLB-1

Transit oriented development has proven to attract residents and workers who don't rely on automotive transport. This limits additional pollution that will result from the vehicles of 50,000 residents and workers, and the need for parking space for those vehicles. A new West Station as well as feeder bus routes are essential to wise development of this area. They must not be left until a need is demonstrated.

If the area is built on the assumption that residents and workers will travel in personal vehicles, that's who it will attract, and it will be very difficult to build good transit infrastructure subsequently because there will be massive opposition from residents and workers who are auto-dependent. The area will inevitably be auto-dominated and unfriendly to pedestrians and cyclists. Quality of life will be poor.

Pedestrian and cycle accommodations are essential parts of wise development. With good pedestrian and cycle accommodations linking this area with the river, that are designed with consideration for all people, including people who are disabled, people who are elderly, and parents with strollers, this can become a wonderful place to live and work.

Multiple options for transportation to, from and within the area must be planned and constructed from the outset so that this area will become a healthy, vital, desirable part of the city.

Billie Louise Bentzen, PhD
25 Village Lane
Berlin, MA 01503

January 23, 2018

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

Dear Secretary Beaton,

I'm writing to provide input on the planning for the Alston I-90 reconstruction project. As someone who sees first-hand the increasing traffic and congestion that is impacting the hospitals in the Longwood Medical Area, I truly hope you will consider more transit and bicycling infrastructure in your planning for a project that will have direct and indirect effects on congestion in the surrounding areas. We need both the West Station built – in the first phase of construction – and enhanced bicycling infrastructure that leads to the new neighborhoods and businesses. The new West Station will be used by residents, students and businesses in the new neighborhood and as it will provide easier access to the colleges and hospitals in the Longwood area.

DR-1
DR-2

The Longwood and Fenway areas are experiencing increased construction of high-rise buildings which has resulted in a lack of parking for our patients and employees. As a result, 39% of the east bound rush-hour commuters and students on Longwood Ave. now arrive on bicycles – this choice transportation mode is similar to many European cities. Bicycle transportation will only increase if better infrastructure is build such as protected bike lanes. We need transportation solutions that get more cars off the area roads, such as transit and bicycle infrastructure, that will leave more of the streets free for the ambulances that transport our patients.

Thanks for allowing us to submit input on this important project for the metro Boston region.

Sincerely,



David C. Read, MPH
Vice President, Ambulatory Care Operations
Chief Administrator, Department of Medical Oncology
Dana-Farber Cancer Institute

From: Deborah Chassler <dchassler@gmail.com>

Sent: Wednesday, January 24, 2018 5:05 PM

To: Strysky, Alexander (EEA)

Subject: I-90 Mass Pike changes in Allston

Hello

I have been a resident of Allston and Brookline, within walking distance of the proposed changes, for over forty years.

I believe that TRANSIT should be a priority, before, during and after construction. Planning is KEY. DC-1
(The construction of the BU Bridge connector of the pike took two weeks, after intensive planning. I walk through that intersection every day and was tremendously impressed by how the two week building period was handled. With thoughtful planning, construction activities do not have to be a disaster for surrounding communities.)

I believe that beautiful, safe walking and cycling paths and access to the river, and across town (Harvard Sq to Allston, Brookline, Longwood) should be a priority, before, during and after construction. All people, including those living closest to the proposed construction and changes, should have easy access to the river and public transportation. DC-2

I am a neighbor, resident (homeowner), and I work in the community. I hope you will take these concerns seriously and give them the attention that is needed to produce safe, public access, transit for all.

Thank you,

Deborah Chassler

From: Eileen Sweeney <eileen.sweeney@bc.edu>

Sent: Wednesday, January 24, 2018 7:45 PM

To: Strysky, Alexander (EEA)

Subject: I90 Allston Reconstruction Project

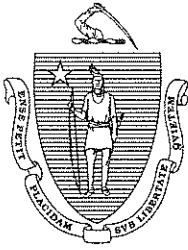
Dear Mr. Strysky,

I wanted to contribute my comment to this process and speak strongly in support of walking, biking and public transportation as priorities in this new development. This is so important to do this right, to use it to make this area walkable and accessible by public transportation. This area will be important to the Allston/Brighton area and make a place that will serve this western part of the city of Boston. Please make walking/biking/transit priorities in this planning and construction. ES-1

Yours,

Eileen Sweeney
Professor
Department of Philosophy
Boston College
Chestnut Hill, MA 02467

617-552-3857



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

JAY D. LIVINGSTONE
STATE REPRESENTATIVE
8TH SUFFOLK DISTRICT

January 24, 2018

Committees:
Vice Chair, Public Service
Consumer Protection and Professional Licensure
Municipalities and Regional Government
Post Audit and Oversight

STATE HOUSE, ROOM 472
TEL. (617) 722-2013
Jay.Livingstone@MAhouse.gov

Mr. Matthew Beaton
Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
Attn: Alex Strycky, 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 appreciate this opportunity to comment on the I-90 Allston Interchange Draft Environmental Impact Report. Transportation decisions like these teach a lesson of the broad implications that a project can have not only in the areas directly affected, but to the surrounding areas that could potentially benefit from its impact. That is why, like our colleagues that represent Allston and Brighton, we too are utterly disappointed with MassDOT's decision to delay building West Station until 2040. We all represent Kendall Square, which would suffer a major loss of opportunity in transportation development by the delay of the construction of West Station. EO3-1

West Station has the potential to serve as an innovative transportation hub: the West Station proposed location connects to Grand Junction railway, which could be used to provide transit connectivity from Allston to Kendall Square and the North Station, among other possible connections.

Such a connection between Allston and Kendall Square has many benefits for Boston, Cambridge, and the region. First, this would create a more cohesive transportation network by creating another set of connections at or close to Red Line and Green Line nodes that exist in the area. These new connections would help to reduce significant traffic problems that exist today. Specifically, a new electrified light rail or EMU could connect North Station to Kendall Square and MIT to Allston and, via bus, to Longwood Medical Area. The EMU line would be in addition to the expanded greenway/multi-use path network connecting Allston (and Harvard) through Cambridge (past MIT) to the soon-to-come Somerville Community path. These connections would create new links in the inner core.

Second, Kendall Square has become an epicenter for tech and biotech jobs and innovation on the East Coast. That development has not, however, occurred in a vacuum and many other Greater Boston


neighborhoods have experienced growth in the tech and biotech sectors. Allston boasts the Mass Innovation Labs, Bose, New Balance, the Boston Celtics and Bruins all under the roof of Boston Landing. As Kendall Square's final undeveloped properties are now under development, connecting Kendall Square to the area where these sectors could grow further on undeveloped land is more important. Connecting these communities could spur further development in both locations, helping not only the immediate area, but the entire State.

We are also frustrated by the proposal to delay the development of West Station because it seems to stem from the cost. This is short-sighted. There is a tremendous appetite for this kind of transportation growth in the inner core. This is reflected in the significant private commitments that have already been made by stakeholders for this development. Harvard and Boston University have already made commitments to pay for a portion of the cost of West Station itself. MIT, Cambridge, and private entities in Kendall Square have made similar commitments for improving mobility in Kendall Square and specifically for the Grand Junction connection for light rail, pedestrians, and bicyclists. As Harvard has the most to gain, it should pay the most. EO3-2 It appears that there are plenty of additional well-financed stakeholders interested in the success of West Station and its connection to Kendall Square that MassDOT should not dismiss West Station as beyond its means.

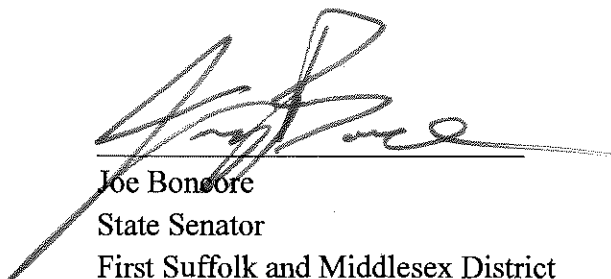
We hope that you will take these comments into consideration moving forward with considerations for West Station. Overlooking its benefits and not incorporating West Station into Phase I of the I-90 Allston Interchange Project until 2040 would not only be a disappointing loss of an opportunity to improve the cohesiveness of our transportation system, but a once in a century loss.

Thank you for your consideration to these concerns.

Respectfully,



Sal DiDomenico
State Senator
Middlesex and Suffolk District



Joe Boncore
State Senator
First Suffolk and Middlesex District



Jay Livingstone
State Representative
8th Suffolk District



Michael Connolly
State Representative
26th Middlesex District

cc: Secretary Stephanie Pollack
Mayor Martin Walsh, Boston
Mayor Marc McGovern, Cambridge
City Manager Louis DePasquale, Cambridge

WASHINGTON

1414 Longworth Building
Washington, DC 20515-2108
202-225-5111
Fax 202-225-9322

Committee on Financial Services

Committee on Transportation &
Infrastructure

Ranking Democratic Member
Subcommittee on Railroads,
Pipelines and Hazardous Materials

Committee on Ethics

Democratic Steering & Policy Committee



Congress of the United States House of Representatives

Michael E. Capuano

7th District, Massachusetts

MASSACHUSETTS

Main Office
110 First Street
Cambridge, MA 02141-2109
617-621-6208
Fax 617-621-8628

Boston
Roxbury Community College
Campus Library

Randolph
Stetson Hall
Room 124

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

January 24, 2018

Dear Secretary Beaton,

I write to offer my thoughts on the Massachusetts Department of Transportation's (MassDOT) I-90 Allston Interchange Project's Draft Environmental Impact Report (DEIR). This highway is the major East-West thoroughfare in Massachusetts, and is heavily used by commuters and commercial trucking. I appreciate that MassDOT is moving forward to address the deterioration of the I-90 viaduct. MassDOT cannot allow vehicular traffic on I-90 to come to halt due to highway infrastructure. In addition to this obvious transportation need, the I-90 Project is also an opportunity to make transportation improvements for local residents around the Allston Interchange.

First of all, I strongly urge MassDOT to retain as much flexibility as possible with this project; to preclude nothing from future possibilities. The local neighborhood around the I-90 Interchange will change and grow in coming years. Retaining flexibility for future development and transportation upgrades – especially public transit, pedestrian and bicycle improvements – is critically important.

EO4-1

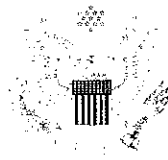
I appreciate that there are three proposals for the so-called Throat portion of the project. I commend MassDOT for including each proposal in the DEIR, I feel strongly that was the appropriate action. In my opinion, each proposal has merits and drawbacks. My priorities for the Throat section, and indeed for the entire I-90 Interchange project, are fairly straightforward. First and foremost, I urge MassDOT to choose a design that embraces all transportation modes: pedestrian, bicycle, rail and, of course, vehicle. As resources are not limitless, MassDOT should conduct this project with an eye toward a long-lasting product that will require the simplest and easiest operation and maintenance. With open space at such a premium in Boston, moving forward to either improve or at least hold harmless parkland and the Charles River is important. Lastly, as Boston's recent history with weather events

EO4-2

EO4-3

EO4-4





-2-

has shown, infrastructure must be able to withstand harsh storms, extreme weather and rising water levels.

EO4-5

Finally, I wish to address specifically my firm support for West Station. I am a long time supporter of infill stations for underserved communities – such as Allston-Brighton. When coupled with last year's opening of Boston Landing station, West Station is critically important to the neighborhood's continued development and is an essential matter of fairness. I understand, but firmly disagree, that MassDOT reticence to follow an aggressive schedule for West Station. As the success at Assembly Square has demonstrated, transit can successfully precede – in fact, create – demand. Although the most recent cost estimate for West Station is \$95M, I cannot believe that MassDOT is unable to pare that cost, just as was done with the Green Line Extension project. And, while I appreciate that the primary landowner in the area, Harvard University, has yet to commit to long term plans for this area, I respectfully suggest that neither MassDOT nor the MBTA should make plans solely based on what one single entity may or may not do in the future. The energy and impetus to construct West Station exists now, and MassDOT should take advantage of that.

EO4-6

Thank you for the opportunity to offer my comments on this important and far reaching project. As a highway project, it is critically important. As an opportunity to improve transportation in an underserved neighborhood, it should not be missed.

Sincerely,

Michael E. Capuano
Member of Congress



From: Ian Schneider <ischneid@mit.edu>
Sent: Wednesday, January 24, 2018 2:59 PM
To: Strysky, Alexander (EEA)
Subject: I-90 Reconstruction Concerns

Dear My Strysky,

I am writing to share my concerns about the proposed Allston I-90 reconstruction project. Please share my concerns with your office and with the Secretary.

For Boston to grow and to become a more livable city while meeting its climate goals, we need to invest **now** in better public transit.

The current highway project is likely to increase vehicle traffic in Allston, clog our city with smog, and make it a less enjoyable place to live and work. While it might reduce vehicular travel times in the short-run, those benefits will disappear as more people choose to drive, causing traffic again on I-90 and compounding traffic problems in nearby neighborhoods.

The Seaport feels desolate and soul-less, and it is a shame to think that upper Allston might turn out the same way, except with a giant elevated highway running right next to it.

I ask you instead to support reconstruction in Allston area that priorities walking, public transportation, and biking.

I hope you'll consider a project that includes:

- Prioritizing construction of West Station with improved transit connections to Cambridge and to Downtown Boston IS1-1
- A protected bus connection to enhance North/South mobility through that corridor. IS1-2
- Small, local streets, that are bike friendly and that more easily connect areas above and below the highway. IS1-3

Sincerely,
Ian Schneider

PhD Candidate, MIT
32 Vassar St - Suite D740
Cambridge, MA 02139

From: lisa.my.tran@gmail.com <lisa.my.tran@gmail.com> on behalf of Lisa Tran <LisaM.T.90@gmail.com>
Sent: Wednesday, January 24, 2018 9:12 PM
To: Strysky, Alexander (EEA)
Subject: EEA No. 15278: Transit Not Traffic

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 LT-1
- 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 LT-2
- 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.
- A new street will be built over the highway to create a North Allston-Comm Ave LT-3
- 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.
- How to afford these elements? Rebuild the highway at-grade instead of on an elevated LT-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,

Lisa Tran

461 Washington St. Apt. 201
Brighton, MA 02135

From: [Liza Burkin](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: Transit, not traffic. 2040 will be way too late.
Date: Wednesday, January 24, 2018 1:55:47 PM

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.

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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. LBU-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. LBU-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. LBU-3
- How to afford these elements? Rebuild the highway at-grade instead of on an elevated LBU-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,
Liza Burkin
49 Royal Street
Allston, MA

--

Liza P. Burkin
othethingsyoullfind.com
M.A. Candidate - Urban and Environmental Policy and Planning
Tufts University, Somerville, MA

MARK KRACZKIEWICZ
77 RIVERSIDE STREET
WATERTOWN, MA 02472
mkracz@gmail.com

January 24, 2018

Secretary Matthew Beaton,
Executive Office of Energy and Environmental Affairs,
Attn: MEPA Office
Alexander Strysky, EEA#15278
100 Cambridge Street, #900
Boston, MA 02114

alexander.strycky@state.ma.us

RECEIVED

JAN 26 2018

MEPA

Dear Secretary Beaton,

I am writing to you as a member of the advisory board and past board member of the Charles River Conservancy. I live a block away from the Charles River and frequently bike along the Charles River to Back Bay from my home in Watertown. The I-90 Allston Interchange Project is of particular concern to me as it represents the potential to create for Boston a major new neighborhood utilizing updated transit and commuter rail facilities and enhanced connections to the Charles River for recreational users. Unfortunately, many of the defects of Boston's Seaport District are likely to be repeated in this new development area. First and foremost, enhanced public transportation services, including the West Station, must be put into place early on; internal streets need to be planned on a human scale and not, as they are in the DEIR, as four to five lane thoroughfares. The creation of expanded parkland opposite Cambridge Street on the Charles River is to be applauded, as is the widening of the Paul Dudley White path to River Street (it is now a true hazard for bicyclists with a lamp pole in the middle of the path making the way even narrower).

MKR-1

I have reviewed the Draft Environmental Impact Report on the I-90 Allston Interchange and have the following comments to offer:

Of the three alternatives examined for the "throat area" the so-called ABC is to be preferred since it places Storrow Drive, I-90, and the rail line at or below grade, thereby reducing visual impact of elevated transportation infrastructure as seen from the Charles River and from the Paul Dudley White Bike Path. Nonetheless, the ABC throat alternative lacks imagination. Impacts upon the Charles River waterway are inevitable no matter which alternative is chosen, and Chapter 91 permitting will be required in all cases. Hence it would be best to envisage a combined bike pedestrian pathway that best meets the permit's evaluation criteria for public infrastructure: "protection ofrecreation and public access" and "protection and enhancement of public views and visual quality in the natural and built environment of the shoreline." In the throat area, a broadwalk pathway might be constructed on piers some feet from the shoreline, with the shoreline then built up in plantings, thereby shielding users of the path from views of the highways and rail line, and potentially reducing noise impacts on path users.

MKR-2

MKR-3

Such a broadwalk would best meet the Chapter 91 evaluation criteria. Accordingly, the Final EIR should include examination of this alternative for the ABC variant.

MKR-3 con't

The Final EIR should look at alternatives that reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking. Such narrower roadways would be in keeping with modern urban design precepts and would help to create a greater neighborhood feel. The new Seaport District ignored these precepts, and the result has been a neighborhood lacking warmth and attraction.

MKR-4

In addition, before preparing the Final EIR, a study should be completed on 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. Also, the Final EIR should include an evaluation of increasing off-peak commuter rail service between Worcester and Boston—obviating the need to build a layover area to store idle trains in Allston.

MKR-5

Sincerely yours,

A handwritten signature in black ink, appearing to read "Mark Kraczkiewicz", with a stylized flourish at the end.

Mark Kraczkiewicz

From: Becky <becky.ward@gmail.com>

Sent: Wednesday, January 24, 2018 4:44 PM

To: Strysky, Alexander (EEA)

Subject: Attn: Secretary Matthew Beaton. Re: Proposed delay of West Station in Allston

Dear Secretary Beaton

I was dismayed to learn of the proposal to delay the building of West Station in Allston. As a RWard-1 resident of Brighton Center, I believe that there is nothing more important to the successful development of Allston/Brighton than good transit links. Our community is notably underserved relative to other central areas of Boston, and the large number of new housing units being built in Allston will put yet more pressure on the already inadequate transport infrastructure, forcing more residents to drive on already crowded streets. I would like Allston/Brighton to be a model for a more sustainable vision of Boston's future. That starts with good public transport.

Please, look again at this proposal. I understand that the estimated cost of West Station has increased, but its benefits for Boston and the Western suburbs are significant. Perhaps there are ways to reduce the overall cost, such as avoiding building the viaduct.

I hope that West Station can be built essentially on the original schedule. The whole Boston Metropolitan area needs it.

Sincerely,

Rebecca Ward

24 Parsons St, Brighton MA 02135.

From: Samuel Burgess <seburg@bu.edu>
Sent: Wednesday, January 24, 2018 4:49 PM
To: Strysky, Alexander (EEA)
Subject: Allston I-90 Interchange Public Comment - West Station

To Whom It May Concern,

I am submitting a public comment on the Allston I-90 interchange project. I am an Allston resident and would like to voice my opinion that the proposed timeline for construction of West Station (i.e. 2040 completion date) is unsatisfactory. West Station needs to be built in conjunction with (or in advance of) most of the new streets and housing/commercial space that will occupy the now-empty former CSX railyard. SB-1

If transit options are postponed until 2040, this will all but guarantee the new neighborhood will become a traffic-clogged nightmare like the SeaPort.

The proposed plans for a pedestrian / bike shared path along the Charles are also inadequate as it will place pedestrians and bikers alongside the highway with minimal green space or barriers to keep them safe. SB-2

Thank you for your consideration in receiving public comments on this matter. This project is a once-in-a-lifetime opportunity and should not be squandered.

Sincerely,

Sam Burgess
1284 Commonwealth Avenue #1
Allston MA, 02134

Sam Burgess
J.D. Candidate, Boston University School of Law Class of 2020

T: 813.892.7397 | E: samuelburgess92@gmail.com | L: [LinkedIn](#)

From: Carol Harley <susurrusrising@gmail.com>

Sent: Thursday, January 25, 2018 6:40 PM

To: Strysky, Alexander (EEA)

Subject: Transportation - Masspike

PETITION: 21st-CENTURY TRANSPORTATION FOR ALLSTON

To 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
Copy to james.cerbone@state.ma.us

-
Over the next 15-20 years, 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.

Under the Global Warming Solutions Act, Massachusetts must cut its greenhouse gas (GHG) emissions by at least 45% below 1990 levels by 2030. In the transportation sector, progress in meeting this goal has been minimal. An average subway train emits over 4 times fewer GHG per passenger-mile than an average single-occupant car. Diesel-hauled commuter-rail trains emit about 3 times fewer GHG.

We appreciate that the Draft Environmental Impact Report (DEIR) for rebuilding the Mass. Pike and Allston area is more bike- and pedestrian-friendly than previous plans. But basically, the road and transit portions of the DEIR recreate an outdated 20th-century car-centered transportation network.

Instead, there must be a 21st-century network. Most crucially, West Station on the Worcester commuter-rail line must be built at once, and passenger service there started immediately. If costs are a concern, construct only minimal amenities at West Station. CH-1

Other essential features of a **truly regional** transportation system include the following, which must also be parts of the revised DEIR.

1. Rebuild the Mass. Turnpike at ground level, and build new bridges over it linking Boston and Brookline to Cambridge and the Charles River parkland. CH-2
2. Introduce new North-South bus routes using the new bridges, using electric buses as soon as possible. CH-3
3. Upgrade the Grand Junction railroad linking the West Station, Kendall Sq. and North Station, and on it run multiple-unit—preferably electric—passenger trains. CH-4
4. Outside the rush hour, introduce hourly off-peak trains between Worcester and Boston—obviating the need to store trains near West Station. CH-5

Sincerely yours,
Carol Harley
15 Parker Street
Rochdale Ma 01542

From: Gabriela Romanow <gabi.romanow@gmail.com> on behalf of Gabriela Romanow
<gabiromanow@gmail.com>

Sent: Thursday, January 25, 2018 11:04 PM

To: Strysky, Alexander (EEA)

Subject: Comment on the I-90 Turnpike project

Hello Mr. Strysky,

Thank you for the opportunity to give input regarding this project.

We all know that the traffic around Boston is unbearable. It is upsetting, frustrating, polluting, time-wasting, quality-of-life killing and an overall almost constant aggravation getting in and out of the city, even without a major construction project.

Therefore, I urge the planners to include public transportation options from the earliest moment - including the new West Station for the commuter rail and the T, and any and all additional trains and buses possible to and from Kendall Square, the medical center and downtown. GR-1
GR-2

You can also help reduce traffic if you provide segregated bike and pedestrian lanes around the project. GR-3
These will also enhance the quality of life in the area for neighbors, visitors and commuters.

Many thanks for your consideration,
Gabriela Romanow
1010 Memorial Drive
Cambridge

From: Leonard M. Singer <leonardmsinger@gmail.com>
Sent: Thursday, January 25, 2018 10:22 PM
To: Strysky, Alexander (EEA)
Subject: Allston Yards

The Seaport is exhibit A of a new urban neighborhood without adequate transit: it is clogged with cars and not a particularly desirable place to live.

There's no reason why this error has to be repeated in Allston.

Leonard M. Singer
Law Office of Leonard M. Singer
271 Dartmouth Street, # 6H
Boston, MA 02116
Telephone: 617-737-7670
Mobile: 617-504-9753
www.leonardmsinger.com

From: Mark LeBel <mlebel581@gmail.com>
Sent: Thursday, January 25, 2018 3:55 PM
To: Strysky, Alexander (EEA)
Subject: Allston I-90 Interchange Improvement Project

To Whom It May Concern:

I am very concerned about what I've seen in summaries of the current plans for this project. Transit MLeB-1
should come right along with development, because it shapes the possibilities for what kind of
businesses locate there and the decisions of area residents to have cars. 2040 is far too late.

In addition, my wife and I have run along the Charles River in this area for years. That stretch of the
river is horrible for walkers, runners and bikers and needs to be significantly improved. More MLeB-2
connections with Allston proper and the other suggestions from walking and biking groups all
sound incredibly sensible.

Basically it sounds like this project only cares about people driving cars, which is a backwards
approach that needs to be discontinued.

Sincerely,
Mark LeBel
46 Pleasant St., Unit #2
Boston MA 02129

From: Peter H Smith <peterh.smith@icloud.com>
Sent: Thursday, January 25, 2018 11:07 AM
To: Strysky, Alexander (EEA)
Cc: Peter Smith
Subject: Beaconsfield Yards Development Comment

**Beaconsfield Yards Development
at the I-90 Allston Cambridge Exit Comment**

Mr Strysky,

The important steps to me are that the new development streets follow the recent complete streets guidelines with protected, safe pedestrian paths and grade separated protected bike routes throughout connected with easy access to the river, and separated bus routes. Regional rail and crosstown bus connections are essential. PS-1 PS-2

Thank you,

Peter Smith, Principal
Global Urban Solutions
617 233-6071

From: Phil Durbin [<mailto:phildurbin@gmail.com>]

Sent: Thursday, January 25, 2018 10:36 PM

To: Strysky, Alexander (EEA)

Cc: Cerbone, James (DOT)

Subject: traffic in north Brookline due to Allston I-90 Interchange Improvement Project

Hi Alex and James,

PD-1

I just attended a public information meeting in Brookline about the potential impact of the Allston I-90 Interchange Improvement Project on traffic in my neighborhood.

With small children who walk to school, I'm very concerned about the predicted increase in traffic along Pleasant St. especially.

The big issue seems to be Malvern St. exit that's being proposed. I guess I'm fine with buses making use of Malvern St., but I don't like the idea of so many cars exiting I-90 so close to my neighborhood and increasing the amount of traffic my kids and I have to deal with every day. Please do what you can to prevent all these passenger vehicles from passing through my neighborhood. The expected volume based on the select link analysis (~20,000+ per day) is alarming. PD-2

Thanks,

Philip Durbin
74 Parkman St. #3
Brookline

From: Sky Rose <sky.q.rose@gmail.com>
Sent: Thursday, January 25, 2018 11:28 PM
To: Strysky, Alexander (EEA)
Subject: Comments on the Beacon Park Yard Redevelopment

Hello,

I am excited for the opportunities that the new neighborhood will bring, but also fear that it will become choked by car dependence and parking lots like the Seaport. I urge you to plan the area with transit as the primary way to get around, with walkable, livable streets.

It is cheaper to build transit infrastructure than an equivalent capacity of car infrastructure, it would reflect our commitment to reducing Boston's impact on the climate, and it'd make a nicer place to be.

We're not in the 50s anymore.

Thank you,
-Sky Rose, Somerville

From: semiller48@gmail.com [<mailto:semiller48@gmail.com>] **On Behalf Of** Steven Miller
Sent: Thursday, January 25, 2018 3:32 PM
To: Cerbone, James (DOT)
Subject: Fwd: COMMENTS on DEIR report for I-90 Allston Project

----- Forwarded message -----

From: **Steven Miller** <Steve@livablestreets.info>
Date: Thu, Jan 25, 2018 at 9:02 AM
Subject: COMMENTS on DEIR report for I-90 Allston Project
To: alexander.stryisky@state.ma.us
Cc: Council@cambridgema.gov, "Livingstone, Jay - Rep. (HOU)" <Jay.Livingstone@mahouse.gov>, "Brownsberger, William (SEN)" <William.Brownsberger@masenate.gov>, "kevin.honan" <Kevin.Honan@mahouse.gov>, "Sen. Joeseeph Boncore" <Joseph.Boncore@masenate.gov>, "Pollack, Stephanie (DOT)" <Stephanie.Pollack@dot.state.ma.us>, Michael O'Dowd /MassDOT <Michael.O'Dowd@state.ma.us>, Henrietta Davis <henridavis@gmail.com>, Cathie Zusy <cathzusy@gmail.com>

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

COMMENTS on DEIR report for I-90 Allston Project

From Steve Miller

92 Henry St., Cambridge, MA

Dear Secretary Beaton,

The major problem undermining this study and report is that it is framed as a highway improvement project with a lot of appendages. Some are mitigating or even independently worthwhile, but all the external multi-modal, environmental, and land use facilitating components are add-on peripherals. This is understandable given that it is being planning, executed, and (mostly paid for) by the road-focused part of the Mass Department of Transportation. But it is dangerously inadequate, creating pressures to keep the project focused on its "core" purpose in ways that can both weaken the project's return on investment and keep the state from realizing the huge growth potential a broader framework would unleash.

The Allston project was triggered by the need to fix the viaduct/overpass and the opportunity to straighten the highway, thereby improving traffic flow and opening additional Harvard land for development – while also requiring new exit/entrances that can be designed for better traffic flow than the current mess when the land gets built up in future decades.

But, because transportation and land-use are inherently mixed, this can also – and even more appropriately – be seen as a city planning and urban development project for the entire area that contains a significant highway component (the direct impacts spread from the end of Western Ave to Packards Corner, from the Grand Junction/BU Bridge to the river bridges and river banks). Even better, MassDOT needs to live up to its name and approach this as a transportation project – starting, as its own mission statements and policies require, from the creation of a transit (light rail, EMU, ped/bike) plan and then fitting road improvements into the remaining space. (Yes, of course this is about the massively busy Mass Pike and car flow is a vital consideration. But MassDOT is supposed to be trying to help the state reduce its dependence on polluting and congesting Single Occupancy Vehicle travel and it's clear that without prioritizing alternatives it's only a matter of time before the new road becomes as jammed as the current one.)

It is this flawed starting point that leads to the endless wrong turns in the MassDOT proposals, from the unneeded extra lane (whose presence precludes new exits and river-front park space) to the delay in constructing even a rudimentary West Station (much less seeing this as an opportunity to create a full spectrum hub of transit options for travel between the LMA, Allston, MIT, Kendall Square, North Station, and beyond).

The highway repair fails even on its own. When fully built out, estimates are that the surrounding land will have as much as 20 million square feet of development. This would make it 50% bigger than the Suffolk Downs project for Amazon, which by itself will have an estimated 50,000 employees. The surrounding roads can not physically handle the traffic generated by that much development.

These priorities should shape all the decisions, including road design. Other people will focus on other aspects of the overall proposed design, with more detailed technical knowledge than I, especially about the three “throat” options under consideration. But here are some specific recommendations to incorporate into the review of the project's DEIR:

1) Enlarge the Scope of the DEIR Study even if not the project.

Project Managers understandably want to keep their projects focused. But what roads are needed within the project area depends significantly on what happens in the future immediately outside it. The creation of a west-bound Pike exit in the Charlesgate area would remove much LMA-bound and Kenmore Square-bound traffic. The creation of an east-bound exit near the BU bridge to St. Mary Street or Beacon Street would do the same. (Both would require making this section of the Pike more like the rest of the Pike Extension with intermittent breakdown pull-over space rather than the proposed – and in many people’s opinion unnecessary -- continuous side lane.) Further study of the North-South bus/bike/ped options over the tracks and highway would also fall under this category. SM-1

2) Examine the Effect on Development if West Station is treated as a full-spectrum, urban-area, transit hub.

It’s true that there probably won’t be huge initial demand for additional transit services. Worcester area and other suburban commuters are decently served by the two new stations at Allston Landing and Yawkey way. But West Station can not be seen as a primarily commuter facility – Cambridge residents won’t want full-size locomotives running down the Grand Junction. Rather, it must be treated as an inner-city transit hub. And if the surrounding development is begun without the presence of transit, the builders and occupants will base their plans around the continued use of personal cars. Conversely, the presence of even rudimentary transit and ped/bike facilities will shape the kinds of development and the expectations of the area’s future designers, employees, and residents.

As a mobility hub, West Station also needs to allow north-south ped/bike/bus movement over the tracks and highway (probably using Malvern Street as proposed by BU in the past), as well as to Harvard Square and the Longwood Medical Area. It needs a solid pedestrian/bike network going through the entire area and along and over the river. It also needs more parkland and river-side green space. SM_2

Hopefully, EOEEA will require that every option include building West Station (of some sort) and infrastructure for future bus connections as THE first phase (not just "in the first phase") to be done before I-90 dismantling begins with its impact on turnpike capacity. (Also, part of this “Phase 0” first round of work should be neighborhood-making components like the Franklin St footbridge.) SM-2

3) Noise

It is imperative to use all feasible methods of reducing construction and future traffic noise, SM-5
the emphasis should be on the impacts to the immediately surrounding areas in Allston who are most
exposed. What helps Allston is likely to also benefit Cambridge. In this context, the proposed new
Soldiers' Field Road underpass at New Cambridge Street (can't you come up with a better name?)
will be helpful. The project should also provide mitigation money to Magazine Beach in
compensation for the higher noise levels in that area.

4) Access from Storrow to River Street and from Cambridge to/from Pike

SM-6

Separating out Cambridge traffic onto its own exit ramp from Soldiers Field Road will reduce the
load on the new street grid and is worth studying. However, I believe that, in the long run,
Cambridgeport will gain a lot more from a wide and continuous Esplanade along the river than it
will lose from adding 30 seconds or even 180 seconds once a day to the time it takes to get from
Storrow Drive to the River Street Bridge. People who find this intolerable can take the Mass Ave or
Anderson bridges.

In this context, the DEIR needs to incorporate the ideas proposed by WalkBoston, Charles River
Conservancy, and others to mitigate some of the environmental impacts of this project by SM-7
committing to improving the river-side path, particularly in the "throat" area even if this requires
using fill or structure along the river edge – including bridge connections to Allston, Commonwealth
Avenue, BU, and Brookline. Current plans leave the existing 8'-wide path separated from Soldiers
Field Road cars and fumes only by a guardrail. So long as it is included as a legal commitment, it
could be done on a separate time line from the highway project to avoid any permitting delays. This
effort might also have a different funding base from the rest of the project.

5) Demand Greater Input from Those Who Will Most Profit

I will end by saying that the surrounding cities and state need to put more pressure on the
entity whose property will gain the most direct monetary value from a well-done effort –
Harvard. While the university's newly increased offer of funding for West Station is welcome,
planning for the area requires that they begin sharing their vision if not their plans for future
development. In addition, Harvard should be pushed to commit to building the secondary roads in SM-8
the area that are key to future mobility in the area, particularly "East Drive" and "Stadium Way" that
will significantly affect traffic to/from the Pike to Cambridge.

Steven E. Miller

92 Henry St.

Cambridge, MA 023139

Steven E. Miller

Board of Directors, LivableStreets Alliance

cell: [617-686-1050](tel:617-686-1050)

Blog: "Transportation, Health, and Livable Communities" -- <http://blog.livablestreets.info/>

From: Teresa Broering [<mailto:teresa.broering@gmail.com>]

Sent: Thursday, January 25, 2018 11:07 PM

To: Strysky, Alexander (EEA); Cerbone, James (DOT)

Cc: Phil Durbin

Subject: traffic in north Brookline due to Allston I-90 Interchange Improvement Project

Dear Alex and James,

I am concerned about the potential impact of the Allston I-90 Interchange Improvement Project on traffic in my neighborhood particularly along Pleasant St and St Paul St in Brookline. These are already difficult roads to cross as a pedestrian with very few lights and obstacles to reduce speed. TB-1

With children who walk to school, I'm very concerned about the predicted increase in traffic along Pleasant St. Additionally, I bike to work and am concerned that these already narrow roads will become too dangerous for people on bicycles if traffic increases.

The big issue seems to be Malvern St. exit that's being proposed. Buses using Malvern St. should not be an issue, but I don't like the idea of so many cars exiting I-90 and increasing the amount of traffic my kids and I have to deal with every day. There are already multiple traffic accidents every year at the intersection of Pleasant St and Parkman St. Please do what you can to prevent all these passenger vehicles from passing through Pleasant St and St Paul St. The expected volume based on the select link analysis (~20,000+ per day) is alarming.

Thanks,

Teresa Broering
[74 Parkman St. #3](#)
Brookline, MA