

**From:** Lessing, Derek <[dlessing@fas.harvard.edu](mailto:dlessing@fas.harvard.edu)>  
**Sent:** Friday, January 26, 2018 10:27 AM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [comments@walkboston.org](mailto:comments@walkboston.org)  
**Subject:** comment on the Allston Mass Pike project

Dear Mr. Strysky:

I work at the Harvard main campus and frequently need to go to Harvard Medical School. Efficient transit between these two locations is essential. Further, I enjoy running along the banks of the Charles. Finally, as someone who lives in Boston and works in Cambridge, I'm eager to see the vast new development of this area done right.

#### TRANSIT SHOULD BE A PRIORITY

- Transit projects should lead, not lag behind the highway construction.
- Successful large developments provide for transit early. DL-1
- Robust transit serves existing community residents and workers and ensures the 50,000 residents and workers can get to jobs, friends, errands.
- Transit should mitigate traffic volumes during and after construction. DL-2
- A single new bridge at Malvern Street would serve high demand bus routes. DL-3

#### GREAT AND SAFE PATHS MUST BE A PRIORITY

- The "throat"—a half-mile section of the riverside path, only 8 feet wide, serving both pedestrians and bikes and separated from Soldier's Field Road by only a guardrail—is left in its current, inadequate condition. DL-4
- Along the river, the project takes parkland to build new facilities. DL-5
- A more generous and usable path layout must be developed. DL-6
- A master plan for the entire riverfront is essential. DL-7
- The river itself must be understood and planned for. DL-8
- There are no connections between local streets and the river paths. DL-9
- The plan should consider selected filling of the river to make space for safe paths. DL-10

The above is adapted from [WalkBoston's website](#), where each point is described in more detail. Prioritizing transit and attractive, safe paths on the river will benefit everyone. This is a fantastic opportunity for greater Boston (and thus the state as a whole)—I urge you and the state government to adapt the above guidelines.

thanks for your time,

Derek Lessing  
Harvard MCB, Dulac lab staff scientist  
16 Divinity Ave., BL4015  
Cambridge, MA 02138  
617-496-2789

**From:** Darien-Emanuela Wood-Barberis [<mailto:darienemanuela@gmail.com>]

**Sent:** Friday, January 26, 2018 9:04 PM

**To:** Strycky, Alexander (EEA); Cerbone, James (DOT)

**Subject:** Concerns about the proposed Allston MassPike exit impact on North Brookline neighborhoods

Dear Mr. Strycky and Cerbone

State Government (MEPA and Mass Dept of Transportation)

We reside in the Crowninshield neighborhood, in North Brookline. We are writing to express our deepest concerns about the proposed use of a Malvern St. conduit to all types of vehicular traffic. We are concerned that this will put unsustainable and unsafe levels of traffic into neighborhood zones, such as ours, creating hazards for circulation, and for the safety of the many families and children living in the area. We are urging you to not open Malvern St. to all types of vehicular traffic, as it would have a disastrous and hazardous impact on North Brookline. EB/DW-1

Sincerely,

Emanuela Barberis and Darien Wood,  
Copley St. , Brookline.

From: Frank Epstein [<mailto:frank.epstein.42@gmail.com>]

Sent: Friday, January 26, 2018 9:16 PM

To: Cerbone, James (DOT)

Subject: Allston exit and Malvern str

Dear Mr. Cerbone, I reside on Pleasant St., Brookline and am very concerned about the plans for a next exit serving Allston. I am concerned about the fact that all three plans currently being considered do not take into account the increase in traffice coming into N. Brookline. FE-1

I would suggest going back to the drawing board and this time taking into consideration the homes, streets and people living in N. Brookline. Please reconfigure the project to minimize the obvious negative effect that the current plans have for us. thank you. frank epstein

Gerald K. Lazar, M.D.  
32 Craftsland Road  
Chestnut Hill, MA 02467-2632  
617.731.5390  
email: lazar32@verizon.net

RECEIVED

JAN 29 2018

MEPA

January 26, 2018

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

Dear Secretary Beaton,

I am writing to you in regard to the Draft Environmental Impact Review of the Allston I 90 interchange. The overhaul of Interstate 90 at the Mass Pike Allston interchange is a once in a lifetime opportunity to create transit opportunities congruent with area development. Postponing the construction of West Station to 2040 will increase congestion, depress economic growth, and limit mobility for a rapidly developing residential and commercial area of Boston.

GL-1

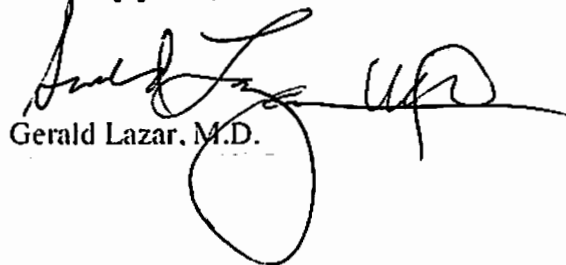
By not providing transit options, decision-makers are choosing longer commutes, more pollution, and less economic opportunity for workers and students. A north-south bus corridor at West Station will allow enhanced cross-town connections to Cambridge, the Longwood area and BU, and ease congestion in the urban core.

When the I-90 interchange was built in the 1960's, construction focused on moving motor vehicle traffic and not much else. Today, ridership on the MBTA's Worcester/Framingham Commuter Line (paralleling the I-90 artery) has jumped from 600 to 10,000 people daily. During peak hours, there are now as many people commuting by train as there are in cars on I-90. This demand demonstrates the need to look at the project as much more than simple highway reconstruction.

In addition, the construction of a new, expanded viaduct will have further deleterious effects on the Charles River parklands and sections of Allston and Brookline. Advocates have offered surface options that will be more practical and maintain opportunities for new transit, bike and walking connections. Not building the viaduct will save time and millions of dollars in construction costs.

Building West Station and creating a highway that does not cut the river off from surrounding neighborhoods will be a step in creating the world class city that Boston can be. The future lies in mass transit rather than highways-only solutions, and in more livable communities.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Gerald Lazar", with a large, stylized circular flourish underneath.

Gerald Lazar, M.D.

**From:** Gina Crandell [<mailto:ginamcrandell@gmail.com>]

**Sent:** Friday, January 26, 2018 8:37 AM

**To:** Cerbone, James (DOT)

**Cc:** Strysky, Alexander (EEA); Todd Kirrane

**Subject:** I 90 Turnpike Allston

Dear Matthew Beaton, Secretary of Energy and Environmental Affairs,

GC2-1

I am concerned about proposed N/S routes which threaten to bring much more traffic (15,000 to 20,000 additional cars per day across a new Malvern Street Bridge) through North Brookline along Brookline's residential streets including Babcock, Pleasant, St Paul and other streets such as Naples Rd. Please guarantee that Malvern Street will be designed for bicycles and pedestrians and not vehicles.

Thank you,  
Gina Crandell  
117 Stedman Street  
Brookline, MA 02446

From: john powell [<mailto:lighttimeinspace@verizon.net>]  
Sent: Friday, January 26, 2018 8:49 PM  
To: Strysky, Alexander (EEA); Harry Gmail  
Subject: Re: EEA No. 15278 - MassDOT I-90 Allston Reconstruction

This neighborhood is disposable to Mass Dot -- the bizarrely under engineered snow fences that collapsed during the first snow fall in 2010  
-- the disintegrating overpass that carries Cambridge street over the Turnpike -- the absolutely never functioning roadway lighting all say that you could care less about this neighborhood.

On 1/26/2018 8:42 AM, Strysky, Alexander (ENV) wrote:

> John- Thank you for your comments.

>

> Alex Strysky

> \_\_\_\_\_

> From: john powell <[lighttimeinspace@verizon.net](mailto: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.

>

>

> thank you

>

>

> John Powell

From: [Lisa Kunze](#)  
To: [Strysky, Alexander \(EEA\)](#); [Cerbone, James \(DOT\)](#)  
Subject: I-90 DEIR  
Date: Friday, January 26, 2018 3:31:43 PM

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Matthew Beaton, Secretary of Energy & environmental affairs

1/26/2018

Attn: MEPA office

Alex Strysky, EEA no. 15278

100 Cambridge St Suite 900

Boston, MA 02114

Dear Secretary Beaton,

Massive growth is planned for Allston in the land that is currently vacated near Genzyme (the Harvard Enterprise campus) and in the land that will be opened up for development between Cambridge street in Allston and Boston University. While this growth may be an economic boon for Harvard and Boston, the development and plans for the Mass Pike project are neglecting the impact of these projects on the people who live and who commute in this area, and the plans neglect the greatly increased traffic volume that will occur with the development of these sites.

I drive on the pike in a reverse commute weekly. When I drive home and get off on the left exit to Allston, the traffic is often backed up. If the backup is to the Cambridge st. bridge, it is difficult to see the cars and very dangerous considering that the people in the left lane are traveling at high speed. I understand the need to improve the Mass pike in this area, but I hope that there will be revisions to the current plans in order to improve the area, not just to change where the traffic jams occur.

The current plans include mostly 4 lane streets with multiple traffic lights and intersections, and there seems to be no plans for bus routes and a West station which could reduce car traffic in the area.

I commute primarily by bike, and by walking (when not working at Needham). 4 lane streets with multiple intersections are never bike or pedestrian-friendly. These types of roads are dangerous and intimidating to most pedestrians and cyclists. Roads need to be limited to 4 lanes or fewer and these roads must include bike lanes, and signaling for cyclists and pedestrians that excludes the "right on red" accidents. As much as possible, there should be roads of 2-3 lanes with good pedestrian walkways, low speed limits, and traffic calming techniques (bumps, small rotaries). Ideally, Boston and MDOT will force Harvard to provide better pedestrian and bicycle access through their new campus so that people will not have to travel on the larger roadways. My husband and I are extremely disappointed that Boston and Harvard seem to be ignoring each other with these 2 massive projects.

Boston and the MDOT seem to be completely ignoring the expansion that Harvard is planning. They have stated that at least 1 million sq ft of building will be built, but only 800



parking spaces! They have said in meetings that they expect people coming to the Enterprise Campus to use public transportation. This is not feasible if there is no planning for improved public transportation in the Mass pike plans. There must be a West station (or at the very least a platform) to encourage people to use public transportation. There must be improved bus routes to move people in the area more efficiently. I often walk the 4 miles home because the closest bus is a 15-minute walk from my job followed by several full buses passing by and a traffic jam. It has taken me over 90 minutes to get home with public transportation and I work only 4 miles from my house (the subway takes even longer). This sort of system will not encourage others to use public transportation. Public transportation must be a priority.

We only get to do these types of projects once in a lifetime, but your mistakes will be remembered forever.

In Summary:

- |  |         |
|--|---------|
| 1) <u>West station is a priority</u>   | LK/JS-1 |
| 2) <u>Bus routes and improved service are a priority</u>   | LK/JS-2 |
| 3) <u>4 lane roads or less</u>   | LK/JS-3 |
| 4) <u>Separate bike and pedestrian ways should be priorities</u>   | LK/JS-4 |
| 5) <u>Traffic calming</u>  | LK/JS-5 |
| 6) <u>Improved calculations of traffic given the projected numbers of people expected after development of the Harvard properties.</u> | LK/JS-6 |

Sincerely,

Lisa Kunze and Jeffrey Schafer  
65 Hopedale St  
Allston, MA 02134

Marian Lazar  
32 Craftsland Road  
Chestnut Hill MA 02467-2632

January 26, 2018

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

RECEIVED

JAN 29 2018

MEPA

Dear Secretary Beaton,

I am writing to you in regard to the Draft Environmental Impact Review of the Allston I 90 interchange. The overhaul of Interstate 90 at the Mass Pike Allston interchange is a once in a lifetime opportunity to create transit opportunities congruent with area development. Postponing the construction of West Station to 2040 will increase congestion, depress economic growth, and limit mobility for a rapidly developing residential and commercial area of Boston.

MLZ-1

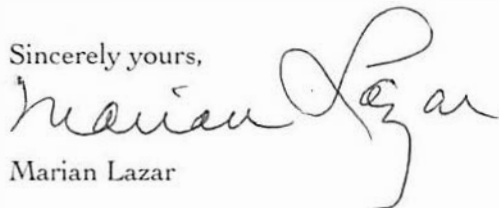
By not providing transit options, decision-makers are choosing longer commutes, more pollution, and less economic opportunity for workers and students. A north-south bus corridor at West Station will allow enhanced cross-town connections to Cambridge, the Longwood area and BU, and ease congestion in the urban core.

When the I-90 interchange was built in the 1960's, construction focused on moving motor vehicle traffic and not much else. Today, ridership on the MBTA's Worcester/Framingham Commuter Line (paralleling the I-90 artery) has jumped from 600 to 10,000 people daily. During peak hours, there are now as many people commuting by train as there are in cars on I-90. This demand demonstrates the need to look at the project as much more than simple highway reconstruction.

In addition, the construction of a new, expanded viaduct will have further deleterious effects on the Charles River parklands and sections of Allston and Brookline. Advocates have offered surface options that will be more practical and maintain opportunities for new transit, bike and walking connections. Not building the viaduct will save time and millions of dollars in construction costs.

Building West Station and creating a highway that does not cut the river off from surrounding neighborhoods will be a step in creating the world class city that Boston can be. To create livable cities we must look to modern mass transit solutions.

Sincerely yours,



Marian Lazar

From: [Nita Sembrowich](#)  
To: [Strycky, Alexander \(EEA\)](#)  
Cc: [Cerbone, James \(DOT\)](#)  
Subject: I-90 DEIR response  
Date: Friday, January 26, 2018 3:16:49 PM

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To whom it may concern:

Since the mid-1990s, I have lived at the corner of Putnam and Western Avenues in the Riverside neighborhood of Cambridge, at one of the city's busiest intersections. I am greatly concerned that the DEIR models are underestimating the amount of traffic likely to be dumped on Cambridge streets by the massive I-90 reconfiguration project, both during construction and after the project is complete. Gridlocked traffic, especially at rush hours and on weekends, is a never-ending problem for us already. I cannot imagine adding more traffic to Western Avenue and to this intersection in particular. Traffic will be gridlocked all the time.

NSE-1

In addition, I am shocked that there is any question of delaying construction of the West Station component of the I-90 reconfiguration. Even with West Station, the I-90 project, as currently proposed, is inadequate now, and will be shamefully outdated in 2040. It is beyond unacceptable that this tiny improvement (West Station) would be delayed for 20 years, especially when there is seemingly plenty of money (billions of dollars) readily available to reconstruct nearly all of Allston and to add thousands more cars to our streets.

NSE-2

With all of the combined expertise of Harvard and MIT, in one of the intellectual capitals of the world, not to mention all of the money at the disposal of these institutions, is this the best we can manage? For decades, Harvard and MIT have been allowed to make "in lieu of tax" payments to their host city of Cambridge, even as they drive endless construction projects that the city must accommodate. Unquestionably, Harvard should be contributing the bulk of the money needed to build West Station, and the intellectual expertise to envision it as a component of a 21st-century mass transit system. MIT should also contribute, since improvements to public transport and enhanced connections and travel between MIT and Harvard's proposed research hub in Allston would benefit both universities.

Residents of Cambridge and Boston need better public transport options now. West Station might possibly help to alleviate, albeit slightly, the traffic nightmares that will likely ensue from Harvard's Allston project and the I-90 reconfiguration, as well as providing longer-term benefits. At the very least, West Station would offer Cambridgeport and Riverside residents a sense that we are getting something, however small, in exchange for the coming decades of noise, disruption, and upheaval. At present, many of us are facing a massive project that offers few or no benefits in the near term, and that will continue for the rest of our lives and beyond. And we have already suffered through decades of other massive construction projects, including the Big Dig and the recent Western Avenue reconstruction.

Speaking to other components of the DEIR, I believe more information is needed regarding the effects of changes to access to and from I-90 for Cambridge residents. Funneling traffic through several intersections, rather than one, would probably result in better traffic flow at peak times, as suggested in the MassDOT presentation I attended. But along with many of my neighbors, I am concerned that access to the Pike will be a lot slower and more cumbersome for Cambridge residents at other times.

NSE-3

I strongly support the efforts to improve bicycle and pedestrian travel as indicated in the DEIR.

I find it hard to envision the effects of changes in the "Throat" area. I do think that it would be important to avoid creating an unbroken, impregnable expanse of multi-laned, high-speed automobile traffic.

Thank you for your attention.

Sincerely,

Nita Sembrowich  
209 Putnam Avenue  
Cambridge, MA 02139

**From:** Sybil E Schlesinger <[sybil.sch@gmail.com](mailto:sybil.sch@gmail.com)>

**Sent:** Friday, January 26, 2018 4:14 PM

**To:** Strysky, Alexander (EEA)

**Subject:** Mass Pike Improvement Plans

Dear Mr. Strysky,

I am writing today because I am deeply concerned about the proposed straightening of the Mass Pike near the Allston/Cambridge exit. While I am for the development, my support is conditional:

**A \$1 BILLION DOLLAR TRANSPORTATION PROJECT MUST DO MORE THAN MOVE CARS:**

- Regional rail and crosstown bus connections are essential. **SES1-1**
- People must have walking and biking access to the river and across the project area. **SES1-2**
- Charles River paths must be safe and separated for walkers/runners/cyclists. **SES1-3**

Thank you for your attention to my comments.

Sincerely,

Sybil Schlesinger  
22 Rockland Street  
Natick, MA 01760

From: Amy Shulman Weinberg [<mailto:ajsweinberg@gmail.com>]  
Sent: Saturday, January 27, 2018 10:42 AM  
To: Strysky, Alexander (EEA); Cerbone, James (DOT)  
Subject: A plea to protect North Brookline from more cars on our streets

Dear Mr. Strysky and Mr. Cerbone,

I write to voice my strong objection to any plan that would allow vehicular traffic including cars and/or trucks to use Malvern Street as a way of driving from Cambridge to the future West Station and from there to the already clogged streets of North Brookline. Were this to come to pass, according to State estimates, 15-20 thousand vehicles per day would flood the streets of North Brookline. ASW2-1

I live on Copley Street, just off Pleasant Street. Over the past 39 years, I have witnessed an inexorable increase in traffic on the surrounding streets such that it can take 10 to 15 minutes just to extract ourselves from North Brookline at rush hour. Pleasant Street itself is barely wide enough to allow two cars traveling in opposite directions to pass each other without one having to give way to the other, and traffic regularly gets backed up at both Commonwealth Avenue and Beacon Street . As you know, North Brookline is densely packed with students, young families and the elderly navigating the streets on foot. Traffic, narrow streets, and pedestrians do not mix well.

Thank you for your attention to this matter.

Sincerely,

Amy Shulman Weinberg  
25 Copley Street  
Brookline

**From:** Bob Persons <[rbersons@rcn.com](mailto:rbersons@rcn.com)>  
**Sent:** Saturday, January 27, 2018 9:55 AM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [comments@walkboston.org](mailto:comments@walkboston.org)  
**Subject:** I-90 Allston Interchange Reconstruction Project for Not Just Cars

Dear Mr. Strysky,

I am writing as a member of MassBike, League of American Bicyclists, the LandLine Coalition, Rails to Trails Conservancy, and Adventure Cycling Association to ask that MassDOT please \*NOT\* repeat the mistakes of the past by leaving the interests of the walking, cycling, and transit-using public out of the planning process for the Allston Reconstruction.

An opportunity like the abandonment of such a large rail yard comes along only once in a generation. Due to efforts of citizens everywhere, America is becoming blanketed with rail trails and other public facilities that make outdoor recreation available to people of every income level. In Greater Boston alone, the LandLine Coalition is making great strides integrating greenways into municipal planning processes. This will soon result in an interconnected web of automobile-free corridors, and it would be a shame if the Allston parcel represented a giant hole in this web.

Yours truly,  
Robert W. Persons, P.E.  
2396 Commonwealth Avenue  
Auburndale, Massachusetts 02466

From: Braha Oren [<mailto:braha.frenkel@gmail.com>]

Sent: Saturday, January 27, 2018 6:22 PM

To: Strysky, Alexander (EEA)

Cc: Cerbone, James (DOT)

Subject: new traffic plan on North Brookline

Hi.

I live on the corner of Elba and Pleasant st. I would like to tell you that from my window I can see the traffic on Pleasant street during morning and afternoon on a daily basis.

Every morning traffic on Pleasant street is heavy as well as in the afternoon when people drive home.

When there are shows in Agganis Arena before and after the traffic is horrible.

Pleasant street is affected badly without the new plan! I can't imagine what will happen with the new plan.

Braha Oren

5 Elba st.

Brookline MA 02446



**From:** Carolyn Sax [<mailto:cfsax000@gmail.com>]  
**Sent:** Saturday, January 27, 2018 2:49 PM  
**To:** Cerbone, James (DOT)  
**Subject:** Opposition to Malvern Street conduit proposal

Dear Mr. Cerbone,

I live on Crowninshield Road which runs from Pleasant Street to Commonwealth Avenue in North Brookline. I am very concerned about the proposal for MassPike traffic to be diverted through the Malvern Street conduit, releasing MassPike exit traffic southwards. CS-1  
The Malvern Street conduit would divert unmanageable levels of vehicular traffic through  
the streets of North Brookline, including Babcock, Pleasant and St. Paul, then forcing traffic onto quiet neighborhood streets which are filled with school-aged children.

Thank you,

Carolyn Sax  
78 Crowninshield Road  
Brookline

**From:** Catherine Corman [<mailto:cathy@catherinecorman.com>]  
**Sent:** Saturday, January 27, 2018 7:12 PM  
**To:** Cerbone, James (DOT); Strysky, Alexander (EEA); [tkirrane@brooklinema.gov](mailto:tkirrane@brooklinema.gov);  
[nwishinsky@brooklinema.gov](mailto:nwishinsky@brooklinema.gov); [bfranco@brooklinema.gov](mailto:bfranco@brooklinema.gov); [nheller@brooklinema.gov](mailto:nheller@brooklinema.gov);  
[bgreene@brooklinema.gov](mailto:bgreene@brooklinema.gov); [hhamilton@brooklinema.gov](mailto:hhamilton@brooklinema.gov)  
**Cc:** Mark Penzel  
**Subject:** Allston/MA Pike Exit + Malvern Street  
**Importance:** High

Dear Sirs and Madams,

CC/MP-1

I write with great urgency to ask that you not open Malvern Street as an exit for the MA Pike or a conduit for vehicles traveling through Allston and between Cambridge and North Brookline.

My husband Mark Penzel and I have lived on Pleasant Street in North Brookline for almost twenty years. We have raised three children in our North Brookline neighborhood. During all of this time, Mark has commuted by bicycle to and from his job in Government Center. We both walk and drive on already overcrowded North Brookline and adjacent Boston streets and are frequently overwhelmed by rush hour traffic along Commonwealth Avenue and Beacon Street. Drivers wishing to use our neighborhood as a shortcut to bypass rush hour traffic already clog narrow streets never designed to handle such heavy automobile use.

To open N. Brookline to what some have estimated as another 70,000 cars a day would be nothing short of disastrous for our family and our neighborhood, which is populated by residents of all ages living in single-family homes, multi-family homes, condominiums, rental apartments, public housing, and, blocks away, student dormitories. N. Brookline exists as one of the densest parts of the State of Massachusetts, and what allows the area to “work” as a remarkable neighborhood where residents can walk, bike, drive, and take public transportation will be obliterated by such a heavy influx of cars if you turn Malvern Street into a dedicated I-90 exit and throughway.

My husband and I grew up in Dallas, Texas, where planners in the last century designed new developments and entire satellite suburbs with an eye towards automobile transportation. We know what cities look like where planners have anticipated heavy automobile traffic — and we also know that our neighborhood in North Brookline does not resemble these cities at all. It is folly to imagine that streets and housing laid out in the early twentieth century could handle the volume of automobile traffic a change to Malvern Street would create. Add mounds of unmelting snow to this plan, and the gridlock we periodically experience will become a common occurrence.

To preserve one of the most functional walking cities in this country, please do not shift a heavy volume of automobiles into North Brookline.

Respectfully —

Catherine A. Corman and Markus L. Penzel  
182 Pleasant Street  
Brookline, MA 02446  
617-731-8832

**From:** Catherine Donaher [<mailto:cdonaher@cdassoc.net>]  
**Sent:** Saturday, January 27, 2018 1:18 PM  
**To:** Strysky, Alexander (EEA); Cerbone, James (DOT)  
**Cc:** Neil Wishinsky; [tkirrane@brooklinema.gov](mailto:tkirrane@brooklinema.gov); 'mkleckner@brooklinema.gov'  
**Subject:** RE: Allston I-90 Interchange Project

Dear Mr. Strysky and Mr. Cerbone,

We appreciate the opportunity to comment on the DEIR for the Allston I-90 Interchange Project. While we are strongly supportive of the majority of elements in this critical project and the benefits it will bring in terms of transportation improvements, transit access, access to the Charles River, and the hugely important new West Station—we will narrow our comments to the one area in which the work to date is unacceptably deficient, namely the Malvern St conduit.

As currently presented, this element of the project has the potential to bring 15-20,000 thousand vehicles daily to North Brookline streets, whose capacity is already limited by their dimensions and current demand. It was reported to us that at a recent public meeting, a Project Official, admitted that the design of the Malvern Street conduit for future vehicular traffic “would move the traffic pain from one neighborhood to another”. This statement suggests that your work is far from done and that you have yet to provide the level of design and traffic analysis necessary to solve the difficult traffic distribution problems resulting from this project. To our knowledge, “Shifting Pain” meets neither professional standards nor common sense as the way to solve a challenging problem.

We in MA have a proud history of visionary transportation leadership and of tackling and solving tough transportation projects with enormous benefits to all of our citizens. We strongly urge you to go back to the drawing boards on the matter of the Malvern St conduit and, in the next iteration of your work, come up with a new proposal that solves the traffic distribution challenges of the I-90 Interchange project—one that will work for all of us in Allston and North Brookline, and will not pit the interests of one neighborhood against another.

We strongly urge the Secretary to require that the planning for and the redesign of the Malvern Street conduit be revisited de novo and that new viable and fair options for handling the Allston/North Brookline vehicular traffic be fully presented in the FEIR. CD/RH-1

Thank you for this opportunity to comment

Yours truly,

Catherine Donaher and Robert M. Hollister  
20 Copley Street  
Brookline, MA 02446

From: Charles Pearlman [<mailto:cnpearlman@gmail.com>]

Sent: Saturday, January 27, 2018 11:53 AM

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

Subject: Allston Pike Exit Plans

Dear Sirs,

I understand from my neighbors in the Crowninshield neighborhood of Brookline, that your current plans for the Allston Mass Pike exit and creation of a thoroughfare on Malvern St. near Boston University will have a profoundly negative impact on traffic patterns in our small area, which is bordered by Pleasant St in Brookline.

Our neighborhood contains both many elderly residents and as well as very young children and a dramatic influx of traffic would be devastating to our safety on what is already a very narrow Pleasant St (not even really 2 lanes).

We urge you to consider these possible impacts as you finalize the plans for the new pike exit and development of the Malvern St. thoroughfare. CP-1

Thank you for your attention and consideration.

Sincerely yours,

Chuck Pearlman, concerned citizen

Chuck Pearlman

Email: [cnpearlman@gmail.com](mailto:cnpearlman@gmail.com)

Mobile: 781.354.7632

**From:** Dan Givelber [<mailto:dgivelber@gmail.com>]  
**Sent:** Saturday, January 27, 2018 1:16 PM  
**To:** Strysky, Alexander (EEA); Cerbone, James (DOT)  
**Subject:** Malvern Street Conduit

DG/FG-1

We are writing to register our fervent opposition to any plan which would open the proposed Malvern Street conduit to unlimited vehicular traffic. This move would result in a vast amount of vehicular traffic inundating North Brookline generally and the Crowninshield Road--Pleasant Street area particularly. A conduit serving public transportation, commercial vehicles, bicyclists, and pedestrians would advance societal interests without necessarily imperiling our neighborhood. Opening the conduit to all vehicular traffic -- to everyone heading to the medical area by auto -- would prove disastrous.

Thank you for your consideration.

Dan & Fran Givelber  
81 Crowninshield Road  
Brookline Massachusetts 02446

**From:** Hemenway, David [<mailto:hemenway@hsph.harvard.edu>]  
**Sent:** Saturday, January 27, 2018 9:10 AM  
**To:** Strysky, Alexander (EEA); Cerbone, James (DOT)  
**Subject:** Mass Pike plans

Gentlemen

I am very concerned about potential plans for the new Mass Pike that could lead to major increases in traffic in North Brookline. I live on Adams Street, just off of Pleasant Street. Pleasant Street is already a very crowded and unpleasant street. During rush periods it can be difficult and dangerous to try to make the turn onto Pleasant Street from my house. Please do what you can to prevent the traffic from getting even worse. DH-1

Thank you .

Sincerely,

David Hemenway

28 Adams Street  
Brookline, MA 02446

**From:** John L Bowman [<mailto:johnlb Bowman1955@gmail.com>]  
**Sent:** Saturday, January 27, 2018 7:19 PM  
**To:** Strysky, Alexander (EEA)  
**Cc:** Cerbone, James (DOT); [comments@walkboston.org](mailto:comments@walkboston.org)  
**Subject:** I-90 Allston Interchange DEIR Comments

Dear Mr. Strysky,

Please include my attached letter among the public responses to the I-90 Allston Interchange DEIR.

Thank you,  
John Bowman

John L. Bowman  
Ph.D. Transportation Systems and Decisions Sciences  
Bowman Research and Consulting  
Chair, Brookline Bicycle Advisory Committee

28 Beals Street  
Brookline, MA 02446  
USA  
voice: 617-232-8189  
mobile: 617-312-9588  
Skype: john.bowman88  
email: [John\\_L\\_Bowman@alum.mit.edu](mailto:John_L_Bowman@alum.mit.edu)  
website: <http://JBowman.net> (for CV and papers)

## John L. Bowman, Ph. D.

Transportation Systems and Decision Sciences  
Bowman Research and Consulting

28 Beals Street, Brookline, MA 02446 USA  
617-232-8189 John\_L\_Bowman@alum.mit.edu <http://JBowman.net>

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January 27, 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, 9<sup>th</sup> Floor  
Boston MA 02114  
[alexander.strysky@state.ma.us](mailto:alexander.strysky@state.ma.us)

Re: I-90 Allston Interchange Project DEIR Comments

Dear Secretary Beaton:

In drafting the DEIR for the I-90 Allston Interchange, the project team judged that the West Station commuter rail and bus depot, and the bus connection south to Commonwealth Avenue, are unnecessary for the mitigation of negative effects associated with the project. This judgment has resulted in West Station being deferred to an optional Phase 3 and the north-south bus connection being entirely eliminated from the project. Were this judgment to be upheld, West Station and the bus connection might never be built. I urge you to overturn this judgment.

By making such a judgment, the project team is ignoring the negative effects caused by the current configuration of the Mass Pike, and how the new project, as currently laid out in the DEIR, will perpetuate them. I focus attention on two of these negative effects, which are extremely substantial. First, the original Mass Pike project eliminated three rail stations serving Allston and Brighton, while preserving multiple rail stations in the less densely populated suburbs, constituting a significant environmental injustice that continues to this day and will continue into the future if West Station is not built. Second, the Mass Pike creates a barrier that cuts off north-south movements between communities to the north (North Allston and Cambridge) and their southern neighbors (South Allston, Brookline and other parts of Boston). This negatively affects the economic prosperity and quality of life in North and South Allston, and cuts North Brookline residents off from access to the historic Charles River basin. For these reasons, **the following four features should be mandated as mitigation measures and implemented during phase 1 of the project:**

1. **construction of West Station, including a commuter rail stop and a bus terminal,** JLB-1
2. **direct bus access between the West Station bus terminal and Commonwealth Avenue,** JLB-2



3. additional north-south bicycle and pedestrian access, including at least one crossing to Brookline at Babcock Street and points further east, and JLB-3
4. a bicycle and pedestrian connection from West Station and Brookline to the Paul Dudley White Path near the Boston University Bridge. JLB-4

Although the DEIR emerged from an extensive technical planning and community engagement process spanning three years, neither MassDOT nor the MBTA has begun to include the parts relegated to Phase 3 in their setting of infrastructure investment priorities or budget planning. This represents a serious omission that should be remedied immediately. **Priority and budget planning for these parts of the project should be put on a fast track so that they can be implemented in Phase 1.**

With regard to bicycle and pedestrian paths included in the plans, some of them require persons on bicycles and persons on foot to share a single path. **The designs should be adjusted so that all non-motorized facilities within the scope of the project provide persons on foot and persons on bicycles with separate paths, for the purpose of ensuring adequate safety.** JLB-5

**The at-grade option should be selected over any viaduct option,** because it would be less expensive, less obtrusive, and allow for air rights crossings between Brookline and the Charles River in or near the throat area so that bridges for pedestrians and cyclists could be built. JLB-6

**Increased capacity and lane widths of I-90 should NOT be undertaken,** regardless of whether the viaduct is replaced. More and faster highway traffic should not be encouraged. JLB-7

**Train layover requirements at this location should be limited to no more than four tracks (8 train consists).** JLB-8

Thank you in advance for seriously considering my responses to the DEIR.

Respectfully submitted,



John L. Bowman

**From:** katha seidman [<mailto:katha@mindspring.com>]  
**Sent:** Saturday, January 27, 2018 2:51 PM  
**To:** Cerbone, James (DOT)  
**Subject:** Proposed I-90 interchange/Brookline

Dear Mr. Cerbone,

I have lived just off Pleasant Street in Brookline for a number of years, and it is with increasing concern that I have followed the recent plans for the I-90 Allston Interchange Project. I am deeply dismayed by the possibility of adding to the already significant congestion of Commonwealth Avenue east of Packard's Corner should plans to divert traffic exiting the Pike away from Harvard Street be followed. The proposed use of Malvern Street for vehicular access between the Allston/Pike interchange and Commonwealth Avenue would result in an alarming increase in traffic on the residential areas of Babcock, Pleasant, and St. Paul Streets, profoundly disrupting our lives. KS1-1

Some specifics:

- 1) The traffic concerns of residential neighborhoods should generally take precedence over entirely commercial areas like the Harvard Street area in Allston.
- 2) Babcock, Pleasant, and St. Paul Streets are already congested, making them unsafe for young children, the disabled and the elderly, as well as cyclists.
- 3) Traffic often gets backed up four or more blocks on all those streets during rush hour and whenever traffic on Commonwealth Ave is at a standstill, and/or because of events at BU's Agganis Arena. If this new proposal should be visited on us we would have to navigate immeasurably worse conditions on a scale of magnitude that is quite frankly unimaginable.
- 4) During and after snowstorms Pleasant St can only accommodate one-way traffic for significant stretches.
- 5) Recently, Storrow Drive was closed for one night. The traffic nightmare created for that one evening throughout all of north Brookline could be our daily experience – and completely unacceptable.

The preliminary deliberations about our future have sent shockwaves throughout our neighborhood. All that we prize in our community will disappear if the proposed plan to use the Malven St. conduit goes forward.

Respectfully yours—  
Katha Seidman

*18 Elba St  
Brookline, MA 02446  
617.510.7814  
<http://kathaseidman.net>*

**From:** Castells, Maria C.,M.D. [<mailto:mcastells@bwh.harvard.edu>]  
**Sent:** Saturday, January 27, 2018 4:44 PM  
**To:** Cerbone, James (DOT)  
**Subject:** NO to Malvern street opening to unlimited vehicle usage

Dear Sir

I have lived for the last 23 years at 19 Adams street with my family, a quiet and wonderful neighborhood which has allowed our 2 children to grow and play outside our front porch, to socialize and make friends with our neighbor families and to walk our dogs in a safe street with little traffic. I am writing to you to prevent the opening of the Malvern street to unlimited motorized vehicles which would open the traffic for thousands of vehicles increasing the potential for accidents and changing forever the safety and landscape of our neighborhood. Unlimited traffic including trucks and other big and small fast vehicles would create a busy and uncontrolled traffic place making it dangerous to cross the street to visit our neighbors. It would increase the noise and pollution and would erase our neighborhood, no longer a residential haven. It is estimated that 15-20 thousand vehicles per day could enter North Brookline and destroy our quiet neighborhood. MCC-1

Please prevent the opening to Malvern street to unlimited motorized vehicles.

Mariana C Castells, M.D.; Ph.D.  
Director Drug Hypersensitivity and Desensitization Center  
Director Mastocytosis Center  
Brigham and Women's Hospital  
Professor in Medicine  
Harvard Medical School

The information in this e-mail is intended only for the person to whom it is addressed. If you believe this e-mail was sent to you in error and the e-mail contains patient information, please contact the Partners Compliance HelpLine at <http://www.partners.org/complianceline> . If the e-mail was sent to you in error but does not contain patient information, please contact the sender and properly dispose of the e-mail.

From: Pam Roberts [<mailto:pamelala58@yahoo.com>]  
Sent: Saturday, January 27, 2018 9:56 AM  
To: Cerbone, James (DOT)  
Subject: Great concerns about Allston-West Station project traffic

Dear Mr. Cerbone,

I write to you as a Brookline resident who lives in the area that will be greatly affected by the opening up of Malvern Street, particularly the plan that would also allow unlimited vehicular traffic — cars, trucks etc — to also use the Malvern St. conduit, enabling people to drive from Cambridge through to the future West Station through Malvern St. and thence onto Comm. Ave. and from there through various streets in North Brookline. Such unlimited use onto Malvern St. for motorized vehicles could yield, according to State estimates, 15-20 thousand vehicles per day flooding through North Brookline and thus our neighborhood.

Our neighborhood is fragile. We have Boston University squeezing us from two sides, and building projects in Brookline from the other two. Despite the fact that my street (Crowninshield Road) is one-way onto Commonwealth Avenue, we still get far too many scofflaws daily zipping up our street illegally as it is, trying to escape from the mess that happens daily on Comm. Ave. This Malvern Street option will only exacerbate the ugly traffic in the greater area.

PR-1

Please, please do NOT allow the option that opens traffic to all vehicles! Thank you.

Sincerely,

Pamela Roberts  
47 Crowninshield Road  
Brookline, MA 02446  
617-277-9275

Sent from my iPhone

**From:** Paul Sax [<mailto:psax78@gmail.com>]  
**Sent:** Saturday, January 27, 2018 2:39 PM  
**To:** Cerbone, James (DOT)  
**Subject:** Malvern Street conduit opposition

Dear Mr. Cerbone,

As a resident of North Brookline since 1994, I strongly oppose allowing unrestricted vehicular PSax-1  
traffic on the Malvern St. conduit as part of the new reconfigured Allston MassPike exit.

This would place an extremely heavy traffic burden on our neighborhoods, completely ruining their residential character.

Thank you,

Paul Sax  
78 Crowninshield Road

**From:** Bob Miller [<mailto:tmm8@isgmarketing.com>]  
**Sent:** Saturday, January 27, 2018 12:55 PM  
**To:** Cerbone, James (DOT)  
**Cc:** [nwishinsky@brooklinema.gov](mailto:nwishinsky@brooklinema.gov); [bfranco@brooklinema.gov](mailto:bfranco@brooklinema.gov); [nheller@brooklinema.gov](mailto:nheller@brooklinema.gov); [bgreene@brooklinema.gov](mailto:bgreene@brooklinema.gov); [hhamilton@brooklinema.gov](mailto:hhamilton@brooklinema.gov); [tkirrane@brooklinema.gov](mailto:tkirrane@brooklinema.gov); [apappastergion@brooklinema.gov](mailto:apappastergion@brooklinema.gov); [pditto@brooklinema.gov](mailto:pditto@brooklinema.gov); [kjohnson@brooklinema.gov](mailto:kjohnson@brooklinema.gov); [jenant@gmail.com](mailto:jenant@gmail.com); [bhellerstein@gmail.com](mailto:bhellerstein@gmail.com); [judith.kidd3@gmail.com](mailto:judith.kidd3@gmail.com); [junk13@live.com](mailto:junk13@live.com); [ritarulz20@aol.com](mailto:ritarulz20@aol.com); [lindaolsonpehlke@gmail.com](mailto:lindaolsonpehlke@gmail.com); [jpiercy@mac.com](mailto:jpiercy@mac.com); [roberts.susan.m@gmail.com](mailto:roberts.susan.m@gmail.com); [kahl200@verizon.net](mailto:kahl200@verizon.net); [john@shreffler.com](mailto:john@shreffler.com); [dianaspiegel@gmail.com](mailto:dianaspiegel@gmail.com); [sdspiegel@att.net](mailto:sdspiegel@att.net); [caitlinstuddard@gmail.com](mailto:caitlinstuddard@gmail.com); [balobo@verizon.net](mailto:balobo@verizon.net); Bernard Lauren; [cbolon@alum.mit.edu](mailto:cbolon@alum.mit.edu); Cox Abby; [ginamcrandell@gmail.com](mailto:ginamcrandell@gmail.com); [dmgoldstein9@gmail.com](mailto:dmgoldstein9@gmail.com); [citizenjohn02446@yahoo.com](mailto:citizenjohn02446@yahoo.com); [ajohnson02210@yahoo.com](mailto:ajohnson02210@yahoo.com); [loechler@bu.edu](mailto:loechler@bu.edu); [hadassah.margolis@gmail.com](mailto:hadassah.margolis@gmail.com); [kpoverman@comcast.net](mailto:kpoverman@comcast.net); [bscotto@gmail.com](mailto:bscotto@gmail.com); [sears.l@gmail.com](mailto:sears.l@gmail.com); [maura\\_toomey@hotmail.com](mailto:maura_toomey@hotmail.com); [greendcw@gmail.com](mailto:greendcw@gmail.com); [weinberg@wi.mit.edu](mailto:weinberg@wi.mit.edu)  
**Subject:** I-90 Interchange

Dear James Cerbone:

I am writing as a resident, and elected official, of Brookline who lives less than 1/2 mile from the intersection of Malvern Street and Commonwealth Ave. (Brighton Ave.). The plans for the new I-90 interchange originally called for Malvern Street to serve as a conduit between Allston (Cambridge Street) and the Boston University (Brookline) area, only for pedestrian and bicycle traffic.

It has recently become clear that the addition of buses (which I do not have a problem with) threatens to open the door to a traffic increase in the Packards Corner, and surrounding areas, of approximately 20,000 cars per day. I can not stress strongly enough the safety and traffic problems that this would cause to many Brookline neighborhoods.

It is hard to believe, as I have been told, that this could be considered without studies examining the impact of this added automobile traffic south of Commonwealth Avenue. Almost all of the cars entering Commonwealth Avenue from Malvern Street will exit Commonwealth Avenue somewhere. A great many of these vehicles will be headed for the Longwood Medical Area, meaning that they will be turning south through the streets of the Brookline precinct that I represent. These are 100 percent residential neighborhoods. There is a 1000 student elementary school directly in line of this increased traffic. This is a neighborhood school where most students walk or bike to school.

It is essential that any plans for the new I-90 interchange ensure the safety and quality of life for this densely populated area of Brookline. I would consider it negligent not to ensure the safety of these families. I trust that you will ensure that any plans guarantee that automobile traffic can not initially, or in the long term, be directed into the Packards Corner area.

RM-1

I thank you for your work and your positive response,

Robert M. Miller  
Town Meeting Member, Precinct 8  
Town of Brookline, Massachusetts

19 Copley Street  
Brookline, MA 02446

617-828-8100

cc (via e-mail):

Brookline Town Officials:

Select Board:

Neil Wishinsky (Chair)  
Ben Franco  
Nancy Heller  
Bernard Greene  
Heather Hamilton

Transportation Administrator, Todd Kirrane

Public Works Commissioner, Andrew M. Pappastergion

Peter Ditto, P.E., P.L.S., Director of Engineering & Transportation

Kevin Johnson, Director of Highway & Sanitation

Town Meeting Members:

Lauren Sara Bernard (precinct 8)  
Craig Bolon (precinct 8)  
Abigail Schoenbaum Cox (precinct 8)  
Gina Crandell (precinct 8)  
David-Marc Goldstein (precinct 8)  
John Harris (precinct 8)  
Anita L. Johnson (precinct 8)  
Edward L. Loechler (precinct 8)  
Hadassah Michal Margolis (precinct 8)  
Kate Poverman (precinct 8)  
Barbara C. Scotto (precinct 8)  
Lisamarie J. Sears (precinct 8)  
Maura Toomey (precinct 8)  
Donald C. Weitzman (precinct 8)  
Jennifer Tamara Anttonen (precinct 2)  
Benjamin Hellerstein (precinct 2)  
Judith H. Kidd (precinct 2)  
Lisa Liss (precinct 2)  
Rita K. McNally (precinct 2)  
Linda Olson Pehlke (precinct 2)

Jane A. Piercy (precinct 2)  
Susan M. Roberts (precinct 2)  
Livia Schachter-Kahl (precinct 2)  
John R. Shreffler (precinct 2)  
Diana Lees Spiegel (precinct 2)  
Stanley L. Spiegel (precinct 2)  
Caitlin M. Studdard (precinct 2)  
Bruce Wolff (precinct 2)

Neighbor - Robert Weintraub

--

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Bob Miller  
[bmiller@isgmarketing.com](mailto:bmiller@isgmarketing.com)  
617-828-8100

--  
Bob Miller  
Town Meeting Member - Precinct 8

[tmm8@isgmarketing.com](mailto:tmm8@isgmarketing.com)



From: [Robin Pelzman](#)  
To: [Strysky, Alexander \(EEA\); james.carbone@state.ma.us](#)  
Subject: Please do not open the Malvern Street conduit to vehicular traffic as part of the reconfigured Mass Pike exit  
Date: Saturday, January 27, 2018 11:43:39 AM

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Dear Mr. Strysky and Mr. Carbone,

I am writing to express deep concern about the possible opening of the Malvern Street conduit to vehicular traffic as part of the reconfigured Allston Mass Pike exit. RPE-1

While I understand that this conduit may be designated to accommodate pedestrian, bike and bus traffic, adding other vehicles (cars and commercial vehicles) could have a disastrous effect on the community of North Brookline and in particular on the Crowninshield Historic district where I reside and the surrounding residences, which include a large public housing complex on Egmont Street in Brookline with many young children, a huge apartment complex called Dexter Park which provides housing for many international families working and studying here and their kids, and other residences with many, many families with young children.

Brookline also has a high percentage of senior residents who rely on safe and swift passage on our surface roads. Adding this huge volume of commuters will have a deleterious effect on their quality of life as well.

Estimates by the state have indicated that opening Malvern Street for vehicular traffic could yield from 15-20,000 additional cars through North Brookline per day. This is an unacceptable number for residential area with so many families attempting to walk and drive to school (we have no school bus system in Brookline), food shop, and commute themselves. We already see tremendous congestion on Commonwealth Avenue from Packard's Corner to the BU Bridge, Pleasant Street and Babcock Street. While I love living on right near the Boston line and treasure the city in all its vibrance and diversity, it's incumbent on the state to find ways to mitigate the impact on surrounding towns as these construction decisions are made.

As an active citizen who votes and cares deeply about the quality of life for all the area's residents, I urge you to consider alternatives to opening the Malvern Street conduit to vehicular traffic as this massive project proceeds through the design and approval stages. RPE-1 con't

Thank you. I appreciate your interest and your concern for making this project successful while limiting the impact on surrounding communities and our families.

Sincerely yours,

Robin Pelzman

59 Crowninshield Road  
Brookline, MA 02446

**From:** Thomas Levenson [<mailto:levenson@mit.edu>]  
**Sent:** Saturday, January 27, 2018 3:37 PM  
**To:** Cerbone, James (DOT)  
**Subject:** I-90 Allston Interchange Project

Dear Mr. Cerbone,

I'm writing out of my deep concern about possible configurations in the I-90 Allston Interchange project, and especially in the proposed use of Malvern St. as an all vehicle — as in automobile — conduit funneling new traffic onto Commonwealth Ave., Allston and North Brookline.

I live in the Crowninshield neighborhood, which begins just off Commonwealth and runs off of Pleasant St. The roads to be affected by the proposed use of Malvern St., especially Commonwealth Ave., are already congested. The cross streets that run from Commonwealth to Beacon or Harvard Streets — Babcock Pleasant, and St. Paul are already under some stress. They are residential streets, among the most dense in the area (dominated, especially along Pleasant and St. Paul, by high-density apartment buildings and with a high rise senior citizens residence on Pleasant St.) and already, any minor hiccup in traffic patterns — road or under-street-level work, for example, creates jams and delays in an instant. Adding the cars from the proposed Malvern St. work — I've seen estimates of 15-120,000 cars per day — will create enormous and untenable traffic problems on streets that lead to Brookline's largest K-8 school, that have a bunch of kids on them and all that. As someone who uses a bicycle as my primary mode of transportation, that influx of cars onto relatively small and already often taxed roadways creates a risk that will hit me directly, and I have to believe that encouraging people to leave their cars at home is a priority as well.

So, to sum up: the proposed use of Malvern St. as an car funnel into Allston and North Brookline will greatly TL-1  
burden residential neighborhoods, without benefiting commercial ones (congestion drives customers away from businesses they can't reach). The influx of that many new cars will make our smaller roads — our homes and kids — less safe. The area is already under stress — this close to BU, and its major event venue the Agannis Arena (at Commonwealth Ave., and Pleasant St.), we regularly see what happens when the number of vehicles exceeds the carrying capacity of local roads, and it ain't pretty: significant jams and delays occur under those circumstances, and what is now a sporadic inconvenience will become the daily normal if the Malvern St. mistake is made. Winter comes to New England — and when we have significant snows, Pleasant St. especially often narrows to single-car widths. Contemplating that with thousands more cars trying to force their way through is frankly terrifying. Finally, the plan will drive bicycles off the roads.

I'm lucky enough to live in a great neighborhood. Please don't wreck it with a traffic plan that will crush it under the weight of unrelenting traffic.

Sincerely,

Tom Levenson

Thomas Levenson  
Professor of Science Writing  
14N-229  
Massachusetts Institute of Technology  
77 Massachusetts Ave  
Cambridge, MA 02139

From: Caitlin Studdard [<mailto:caitlinstuddard@gmail.com>]

Sent: Sunday, January 28, 2018 10:09 AM

To: Cerbone, James (DOT)

Cc: [nwishinsky@brooklinema.gov](mailto:nwishinsky@brooklinema.gov); [bfranco@brooklinema.gov](mailto:bfranco@brooklinema.gov); [bgreene@brooklinema.gov](mailto:bgreene@brooklinema.gov);

[nheller@brooklinema.gov](mailto:nheller@brooklinema.gov); [hhamilton@brooklinema.gov](mailto:hhamilton@brooklinema.gov)

Subject: Malvern St. Widening Opposition

Dear Mr. Cerbone,

My name is Caitlin Studdard and I am a Brookline Town Meeting Member in Precinct 2. My husband and I have lived at 136 Pleasant Street for the past three years and are expecting our first child in May.

I am writing to express our vehement opposition to one of the proposed plans for the I-90 overhaul: CMS-1 widening Malvern Street to allow vehicles to cross I-90 and enter Brookline directly. According to the consultants' projections, traffic on my street will increase by 100% if this plan is put into place. I consider this not only detrimental to the quality of life of my family and my other neighborhood constituents, but also dangerous for the large number of children who live in this neighborhood.

A main reason that my husband and I are planning to stay on Pleasant Street and raise our son here is the walkability of the neighborhood. We cherish our proximity to several parks, to the commercial center of Coolidge Corner, to the Coolidge Corner Library, and to the Devotion School, where our son will eventually be enrolled. This walkability will be gravely threatened if traffic on our street increases so dramatically as a result of this project. (Not to mention the increased traffic projections for St. Paul Street, which is on our way to the park, and Babcock Street, which is on our way to Devotion School)

Overall, the proposal to widen Malvern Street will diminish the sense of community in North Brookline by making it both more difficult and more dangerous to enjoy the myriad walkable resources with which our neighborhood is blessed. On behalf of me and my constituents here in Precinct 2, I urge you to oppose this measure and to seek alternative solutions for redirecting north/south traffic flow across the Pike.

Respectfully yours,

Caitlin M. Studdard  
Brookline TMM Pct. 2

**From:** Debbie Levey [<mailto:violawort@gmail.com>]  
**Sent:** Sunday, January 28, 2018 10:58 PM  
**To:** Strysky, Alexander (EEA)  
**Subject:** West station

Every day the burgeoning Seaport district demonstrates exactly what happens when rapid massive development occurs without considering how people will move around. Whether they're commuting to work into or out of the district, or trying to obtain all the other normal goods and services unavailable in the new neighborhood, residents face a lack of public transportation and clogged roads for drivers. Meanwhile, housing prices escalate and development booms in areas based on the nebulous promise of a Green Line extension. Obviously people desire mass transportation, and transportation should be an integral part of new development from the start. DLEV-1

What will happen if all that land freed by straightening the MassPike develops without any regard for mass transit until 2040? How will those thousands of new residents get anywhere in an overstressed public transit system? Will a belated decision to construct a bus/rail station involve spending another 10 years to acquire the necessary land, since every speck of buildable land will be developed, and getting sued by everyone for NIMBY reasons?

Knowing the cost and effects of what has happened in the past (Central Artery, Big Dig), the benefits of increasing transit's outreach (Red Line to Quincy & Alewife), and the current mobility crisis in the Seaport, why would anyone announce that transportation really doesn't matter and needn't be part of development?

D.A. Levey  
Brookline

From: Dianne Blau [<mailto:mblau87@aol.com>]

Sent: Sunday, January 28, 2018 4:19 PM

To: Cerbone, James (DOT)

Subject: A plea

Dear Mr. Cerbone,

>

> My husband & I have lived in the Crowninshield neighborhood for more than forty years. Our two children grew up being able to ride their bikes and cross streets without fear of being run down. They have grown up & moved away but thankfully new families & their children have taken their place. Our wish is for them to be able to come & go safely as our children did.

> I'd also like to reiterate how much foot traffic is in our neighborhood. We have huge numbers of college students living in the area as well as seniors such as ourselves. SAFETY is our number one concern. Please take a closer look at your plans & hopefully you will be able to modify the project so our streets & neighborhoods will not suffer from this project D&MB

>

> With appreciation,

> Dianne & Michael Blau

>

> Sent from my iPhone

**From:** Janis Bellow [[mailto:janis.bellow\\_freedman@tufts.edu](mailto:janis.bellow_freedman@tufts.edu)]  
**Sent:** Sunday, January 28, 2018 9:05 AM  
**To:** Carbone, James (DOT)  
**Subject:** Allston Interchange Project

Re: I-90 Allston Interchange Project

Dear Mr. Carbone,

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

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

JB-1

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

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

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

Thank you so much for your consideration.

Respectfully yours—

Janis Bellow

**From:** John Sherman [<mailto:johnsherman3@mac.com>]  
**Sent:** Sunday, January 28, 2018 1:53 PM  
**To:** Strysky, Alexander (EEA); Cerbone, James (DOT)  
**Cc:** Barbara Gmail  
**Subject:** Allston I90 Interchange--Malvern Street Traffic Proposal

January 28, 2018

Matthew A. Beaton, Secretary of Energy and Environmental Affairs  
Executive Office of Energy & Environmental Affairs  
Attn: Alex Streaky, MEPA Office  
100 Cambridge Street, 9th floor  
Boston, MA 02114

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

**Re: Allston I90 Interchange Malvern Street Proposal**

Dear Mr. Strysky and Mr. Cerbone,

We live at 12 Adams Street in Brookline, and attended your presentation at Sussman House recently. We are writing this letter to express our strong opposition to the opening of Malvern Street to vehicle traffic as part of the I90 Allston Interchange Project. We are told that this will send 15,000 to 20,000 additional cars per day into our area. That is a staggering number. Doing so would inundate North Brookline with an enormous amount of traffic when its roads already cannot adequately handle the existing traffic. And doing so will degrade the safety of pedestrians (including many children) and cyclists, and degrade the livability of residential districts whose roads will bear the brunt of the increased traffic. J&BS-1

We live in the Crowninshield Historic District in Brookline, circumscribed by Pleasant Street and Crowninshield Road. The Town of Brookline designated this neighborhood of 63 mostly single-family dwellings as a historic district, due to the age and architectural significance of the houses. Two other local historic districts—Gratham-McKay (bordering on Babcock Street) and Cottage Farm (bordering on St Paul Street)—are located on our west and east, respectively.

The Commonwealth Avenue area is highly congested already, including buildings owned by BU, sports arenas, commercial buildings on Commonwealth Avenue, and large apartment buildings everywhere. All contribute to traffic congestion by themselves. For example, BU's Agannis Arena attracts major sporting and entertainment events on a weekly basis, which make local streets impassible when they occur. In addition, Commonwealth Avenue serves a major east west artery between Allston and Brookline and Boston and Cambridge, and to St. Paul Street south and north to and from the Longwood medical area.



North Brookline is therefore already the most congested part of Brookline. Commonwealth Avenue already has much more traffic that it can safely handle, which spreads south into Brookline. For example:

- Traffic lines extend from Pleasant Street to the BU Bridge during rush hours.
- The Pleasant Street, Commonwealth Avenue, Dummer Street intersection is often blocked with cars extending to Freeman Street, as drivers heading north attempt to turn from or to Commonwealth Avenue.
- Crowninshield Road has been one-way going north for many years following car-pedestrian accidents. Yet several cars a day go the wrong way on Crowninshield Road in order to avoid the congestion on Commonwealth Avenue. This will become worse.
- Pleasant Street is only 1.75 lanes wide, making it very hard for cars to travel two ways, and extremely hazardous for cyclists. In winter, Pleasant Street is often unpassable.
- St Paul Street is frequently jammed with cars going to and from the Longwood Medical Area.
- The BU bridge heading to and from Cambridge is often jammed with traffic to and from Commonwealth Avenue.

Opening Malvern Street to vehicle traffic would flood Commonwealth Avenue and adjacent areas with thousands and thousands of additional vehicles a day. If today's roads cannot handle the current traffic, how can they possibly do so with traffic from Malvern Street? That makes no sense to us.

North Brookline is not an open area that can handle more congestion. It's already clogged. From a planning perspective, isn't it better to spread out traffic congestion than to combine them all into a new single area, particularly one that can't handle the existing traffic load? Moreover, isn't it better avoid impacting residential roads? The roads that would be affected by the new traffic—Babcock, Pleasant, and St. Paul, are all primarily residential. Therefore, we think that it would be highly burdensome and unfair to residents of North Brookline, as well as very bad public policy, to open Malvern Street to vehicles.

For these reasons, we urge that the DOT not permit Malvern Street to be open to vehicle traffic. Thank you for your consideration.

Sincerely,

John and Barbara Sherman

12 Adams St.

Brookline, MA 02446

From: Kenneth Schlosser [<mailto:ken.schlosser@comcast.net>]  
Sent: Sunday, January 28, 2018 4:44 PM  
To: Cerbone, James (DOT)  
Subject: Proposed Vehicular Access on Malvern Street (I-90 Interchange)

Dear Mr. Cerbone:

We have resided on Crowninshield Road in Brookline for 39 years. We are concerned about how the I-90 Allston Interchange Project may negatively affect our community. We are distressed that the Project foretells a dramatic increase in vehicular congestion on Commonwealth Avenue--accentuated by the current planned diversion of traffic away from the interchange and potentially away from Harvard Street.

We are most significantly alarmed by the proposed use of Malvern Street for vehicles. This proposal will add exponentially to traffic log-jams that often occur on Commonwealth. A predictable and deleterious consequence of an overwhelmed Commonwealth will be a dramatic spillover of traffic onto often-congested residential streets-- Babcock, Pleasant, and St. Paul (all of which intersect with Commonwealth). We believe that traffic patterns on these roads will become dysfunctional and unsafe. They will diminish the quality of life for those who live on them and adjoining streets

A note about Crowninshield Road. It is a one way street and drivers who enter it via Commonwealth Avenue are illegally heading the wrong way. Nevertheless, this occurs--particularly when traffic is congested on Commonwealth. Drivers who use Crowninshield as an (illegal) short-cut tend to drive at speeds above the limit. It is an extremely dangerous occurrence--since children and pedestrians use Crowninshield and are not anticipating a car coming the wrong way. Therefore, the intensification of traffic on Commonwealth and likely spillover onto side streets will pose risks for Crowninshield residents as well.

We are aware that the planning process must be attentive to a wide range of interests and concerns. We believe that traffic issues in residential neighborhoods should be prioritized over commercial areas.

We want to restate our conviction that the proposed vehicular use of Malvern St. will result in extreme harm to North Brookline residential area--and, in particular, to those residing on or near St. Paul, Pleasant, and Babcock Streets. KS/AS-1

Sincerely,

Kenneth Schlosser

Asgedet Stefanos

61 Crowninshield Road

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**From:** bennettmack [<mailto:bennettmack@msn.com>]  
**Sent:** Sunday, January 28, 2018 3:46 AM  
**To:** Cerbone, James (DOT)  
**Subject:** Allston/I-90 Interchange Project

Dear Mr. Cerbone,

If it is open to general-purpose vehicles, the Malvern Street “alternative” for a north-south connection on the Allston/ I-90 Interchange Project will create untenable traffic volumes—an additional 15,000 – 20,000 cars per day—through densely populated North Brookline via Babcock, Pleasant, and St. Paul streets. This is like opening the floodgates of a beautiful new dam and assuming that 3 small streams will handle the deluge.

Babcock St.—a half mile long and 30 feet wide, curb to curb--is expected to bear the lion’s share of the inundation from Malvern St. alone. Not factored into the SEIR projections is the fact that Babcock will also bear the brunt of the increased traffic volume that is coming, once the left-hand turn from westbound Comm. Ave. onto Pleasant St. is eliminated.

LM-1

Given that Babcock is also a collector for eight side streets, how many cars will be idling at peak hours on each of its 9-foot-wide travel lanes—one northbound, one southbound—in the half mile between Comm. Ave. and Harvard St.? I can’t produce the numbers, but I can illustrate the problem: The traffic light at the intersection of Babcock and Harvard streets allows time for 4-5 cars on Babcock to turn left onto Harvard—assuming no one is in the crosswalk and there isn’t the usual traffic back-up on Harvard to prevent the turn.

Gridlock is not the only problem. Increased traffic volume on this scale means increased danger for pedestrians and bicyclists. This is predictable and unacceptable, as is the inevitable increase in pollution levels.

I wish you well with this difficult challenge.

Lucy Mack  
Osborne Rd.  
Brookline, MA

January 28, 2018

Mrs. Monica Kelly Hexner  
Member  
Cambridge Plant & Garden Club  
12 Shady Hill Square  
Cambridge, MA 02138

RECEIVED

JAN 31 2018

MEPA

Matthew Beaton  
Secretary of Energy & Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Mr. Beaton,

In my view, the most important issue now in the I-90 project is the building of the West Station. A whole new neighborhood (bigger than Kendall Square) without a transit station does not make sense.


MH-1

In the Throat Area, Mass DOT developed three options, and the preferred option is replacing the highway viaduct. This would make the pathway very noisy and also preclude any connectivity between Brookline and the Charles river ! The lack of an attractive bike and pedestrian path along the water's edge is unthinkable! Bicycle commuting is a rapidly increasing mode of transportation – and a healthy one. A better bike path and pedestrian walkway are essential.

MH-2

This new neighborhood needs plenty of green space. Please do not make the same mistakes as those made in the development of the Seaport district! The Charles River Conservancy is currently working with Sasaki Architects to illustrate how this can be achieved.

Sincerely,

  
Monica Hexner

Cc: Alex Strysky

From: Peter Flynn [<mailto:pyflynn@gmail.com>]  
Sent: Sunday, January 28, 2018 5:33 PM  
To: Cerbone, James (DOT)  
Subject: I-90 Allston Interchange Project

Dear Mr. Cerbone:

My partner and I (and our dog) have lived on Crowninshield Road for about 4 years. We picked this neighborhood over other options because of its quiet streets, family-friendly environment and wonderful neighbors. We have learned that as part of the I-90 Allston Interchange Project there is consideration being given to opening Malvern Street to unlimited vehicular access between the Allston/Pike interchange and Commonwealth Avenue. We are extremely concerned that the estimated 15,000 to 20,000 cars that could enter North Brookline would result in an alarming increase in traffic on the residential areas that include Babcock, Pleasant, and St. Paul Streets. These streets are already congested, making them unsafe for children, the disabled, and the elderly -- as well as cyclists and pedestrians. Adding to that congestion in such a significant way will likely be devastating to traffic and pedestrian safety, as well as to the residential environment. In particular, Pleasant Street is already barely able to accommodate two-way traffic safely, and during and after snowstorms it often can only accommodate one-way traffic for significant stretches. Moreover, there is already significant congestion on Commonwealth Avenue east of Packard's Corner and adding that congestion would be extremely problematic.

While planning for such a project is complicated and must accommodate a variety of interests, we ask that you explore and find alternative plans to opening Malvern St. to unlimited vehicular access as part of the I-90 Allston Interchange Project. We join our neighbors in North Brookline who are extremely concerned about the potential long-term damage to our neighborhoods. Thank you for your consideration. PFLY-1

Peter Flynn

53 Crowninshield Road

Brookline MA 02446

**From:** Steve Gilbert [<mailto:steven.gilbert102@gmail.com>]  
**Sent:** Sunday, January 28, 2018 1:04 PM  
**To:** Cerbone, James (DOT)  
**Subject:** Concerned citizens

Dear Sir,

We are residents of North Brookline. We are concerned about the potential for traffic congestion that will result from a proposed plan to open Malvern street to a pike extension, details of which may have been brought to your attention by our neighbors. SG/MT-1

The streets in our area frequently exceed the capacity for the traffic for which they were designed. This can be observed by the volume of cars willing to drive the wrong way down our one way street, risking a ticket.

Please include us on the list of citizens who hope an alternative plan can be found.  
Thanks for your attention to our concerns.

Sincerely,  
Steven Gilbert and Maura Toomey  
[102 Crowninshield rd.](#)  
[Brookline](#)