

**From:** alex silver [<mailto:alexander.silver@yahoo.com>]  
**Sent:** Monday, January 29, 2018 12:20 PM  
**To:** Cerbone, James (DOT)  
**Subject:** New I-90 Mass Pike Interchange Plan

Dear Mr. Cerbone:

I am a resident of Pleasant Street in Brookline, and I am writing you to voice my strenuous objection to the new I-90 Mass Pike Interchange Plan. My understanding is that this plan is expected to increase car traffic on Pleasant St. by 100%, and on neighboring Babcock St. by 50%.

As a resident of Pleasant Street, I can tell you that the street already suffers from an excess of car traffic. The noise pollution is already insufferable during peak hours, and dust and air pollution from cars is also noticeable. Most importantly, there are small children who live along the street, including my own and numerous others, who cross the street every day to play at the local parks. The currently level of car traffic is already a significant safety concern for these children. It would be completely unacceptable to approve any plan that takes an already existing child safety and noise pollution problem and makes it 100% worse. Such a move would destroy the quiet, family-friendly character of the neighborhood, and would destroy our home values.

Babcock Street also already suffers from an excess of car traffic. Hundreds of elementary school children, including my own, will need to cross both Pleasant and Babcock Streets on their way to and from Devotion Elementary School every day, starting next September. Parents in the neighborhood are already very worried about letting our children walk freely in our own neighborhood, given the existing car traffic, which includes frequent speeding violations by cars trying to cut quickly between Beacon, Harvard, and Commonwealth Avenue. It would be outrageous to approve any plan that aggravates this existing problem and make it significantly worse and more dangerous than it is at present. We need a plan that will reduce car traffic in our family neighborhood, not double it.

AS-1

I understand the purpose of the proposed plan and applaud the goal of more convenient transportation in general. However, I urge you as strongly as possible to ensure that no plan will be approved that increases car traffic in any way to our already stressed neighborhoods of North Brookline. Seemingly unchecked population growth in Brookline has already aggravated traffic along these roads and made the neighborhood less pleasant and less safe for families. We need a plan that will reduce and alleviate these traffic problems, not one that will increase them. Your assistance would be very much appreciated to ensure that our neighborhoods stay livable and are not destroyed by any new road developments.

Thank you,  
Alex Silver  
118 Pleasant St. #3  
Brookline, MA

**From:** [nitab02446@aol.com](mailto:nitab02446@aol.com) [mailto:[nitab02446@aol.com](mailto:nitab02446@aol.com)]  
**Sent:** Monday, January 29, 2018 3:41 PM  
**To:** Strysky, Alexander (EEA)  
**Subject:** Proposed Malvern Bridge allowing AUTO Traffic into North Brookline via Commonwealth Avenue

Dear Mr. Strysky,

I live in North Brookline on Pleasant Street and although I am in favor of public transportation, the thought of a huge influx of automobiles traveling on the neighboring streets intersecting with Commonwealth Avenue... St Paul, Pleasant, Babcock Streets... is unacceptable. These are densely populated residential streets with many elderly and children crossing these streets. We already have enough auto traffic here as it is. Although a proposal to only allow bus or shuttle bus traffic could soon open the door to allow autos to travel these streets. And, with the Apps to direct drivers through North Brookline to the Longwood Medical area and beyond will cause havoc here. ABR-1

Thank you for considering my opinion on the proposed project.

Sincerely,

Anita Breslaw  
61 Pleasant Street  
Brookline, MA

Matthew Beaton, Secretary of Energy & Environmental Affairs  
Executive Office of Energy & Environmental Affairs  
Attn: MEPA Office  
Alex Strysky, EEA # 15278  
[alexander.strysky@state.ma.us](mailto:alexander.strysky@state.ma.us)

January 29, 2018

Dear Secretary Beaton,

The I-90 Interchange project in Allston is an area only three city blocks from Brookline. It will impact Brookline's ability to access the Charles River as well as affecting motor vehicle, transit, walking and cycling commuting for Brookline, Boston and beyond. This once in a lifetime multi-modal project must improve bicycle and pedestrian access and emphasize public transit. To fulfill its role in enabling the Commonwealth to meet its statutory CO2 reduction obligations under the Global Warming Solutions Act, MassDOT must foster transit-focused, rather than car-dependent, development.

The draft Environmental Impact Report for the Project is deficient. There is insufficient attention to the need for a network of safe and effective bicycle and pedestrian pathways and access; public transit is receiving inadequate attention and investment in Phase 1; and there is insufficient mitigation, both of construction impact and long-term impact, from the completed project.

AMA-1-3

The Mass DOT project should emphasize that it is moving *people* from place to place and that it will be constructed within a neighborhood of people who are not always in a car. Provision must be made for walkers, joggers, cyclists, even baby carriages and wheelchairs, moving within and between neighborhoods and to green space recreational opportunity. Public health and access to active and passive urban recreation at the Charles River Parklands are a part of the opportunity missed if this area is developed primarily highlighting the needs of the automobile instead of the human.

Planning for bus services connecting on local streets to and through the West Station/ Beacon Yards area should be addressed in the DEIR. Crosstown bus access to and through the West Station area, with connections to rail transit at West Station, is essential and must be included in Phase I. And importantly, *West Station construction should not be delayed.*

AMA-2

The DEIR proposed mitigation is insufficient. Mitigation in Phase I for the highway impacts should at a minimum include:

1. Construction of West Station, including a commuter rail stop and a bus terminal. AMA 3-6
2. Bus access for crosstown service, including the connection between the West Station bus terminal and Commonwealth Avenue via the crossing at Malvern Street.
3. North-south bicycle and pedestrian access, including the crossings to Brookline at Babcock Street and Malvern Street.
4. As an element of removing the viaduct, provision for bicycle and pedestrian connections from West Station and near the Boston University Bridge to connect Brookline over the Turnpike/rail barrier to the Paul Dudley White riverside path.

The state must commit the resources necessary to develop a first-rate transportation system in Allston which includes the integration of commuter rail, bus services, and a streetscape designed for the safety of pedestrians and bicyclists. I ask that MassDOT be required to design for meeting the already overburdened transit needs of this area with an integrated transportation system which must be built prior to the institutional, commercial and residential development that the future will bring. The DEIR for the Project should provide for a healthy, robust, attractive future for the citizens of the Commonwealth instead of allowing for car-centric planning. I therefore ask that you require MassDOT to submit a Supplemental DEIR to address its current deficiencies.

Thank you for your consideration,  
Arlene Mattison, president Brookline GreenSpace Alliance

209 Pond Avenue  
Brookline, MA 02445

**From:** Barbara Scotto [mailto:[bscotto@gmail.com](mailto:bscotto@gmail.com)]  
**Sent:** Monday, January 29, 2018 5:20 PM  
**To:** Cerbone, James (DOT) <[James.Cerbone@dot.state.ma.us](mailto:James.Cerbone@dot.state.ma.us)>  
**Subject:** The I-90 Interchange

Dear Mr. Cerbone,

I'm writing as a resident of the Crowninshield LHD, a fragile residential neighborhood situated directly off Commonwealth Avenue between Babcock and Pleasant Streets in Brookline. In my 50 years of residence here, I have seen many changes in the surrounding area. One of those changes is the ever increasing level of traffic both on Commonwealth Avenue and on the surrounding streets.

I am very concerned about the impact of even more traffic on my neighborhood and other North Brookline neighborhoods if in the reconstruction of the Allston exit from the turnpike, traffic, other than pedestrians and bicycles, is funneled onto Malvern Street and then Commonwealth Avenue. Any traffic heading for a Brookline destination, the Longwood medical areas, the Fenway, Roxbury, Jamaica Plain and other locations would first need to make its way down Babcock Street, Pleasant Street or St. Paul Street. Crowninshield Road is another parallel street , but it was made one way years ago because of a serious injury to a child hit by a car driving legally from Commonwealth Avenue through a quiet residential street. Today despite being one way, we still see cars speeding illegally down the street from Commonwealth Avenue. This will only increase as the traffic continues to grow.

As a School Committee member, I am concerned about the safety of children walking to and from Devotion School which will be reopening in September. The children who attend Lawrence School walk down St. Paul Street Every increase in traffic on these local streets, will impact the safety of these children on a daily basis.

As a Town Meeting member, I am concerned about the safety of my neighbors and constituents. Sometimes as a driver on Pleasant Street right now, I feel as if I am playing Dodgem at an amusement park. It is a narrow, heavily travelled two way street with parking on one side. Occasionally people stop and sit in their cars as they wait for someone whom they are picking up and who hasn't yet left their house. Bicyclists, often without helmets, use Pleasant Street, pedestrians occasionally step off the sidewalk without looking, and drivers sometimes speed. It isn't a particularly safe street now. What will it and all the other streets feeding through Brookline become if more traffic is routed on them toward Coolidge Corner and parts beyond?

I hope you will you will make safety a prime consideration because your decisions will affect the lives of many people.

Sincerely,

Barbara Scotto

Brookline School Committee member  
Town Meeting member, Pct.8

26 Crowninshield Road  
Brookline, MA 02446

From: Beth Kates Fenway Recordings [<mailto:beth.fenwayrecordings@gmail.com>]  
Sent: Monday, January 29, 2018 8:39 AM  
To: Cerbone, James (DOT)  
Subject: I-90 Construction

Dear Mr. Cerbone:

I am writing regarding West Station and the potential traffic implications of the new changes in I-90 at the Allston/Cambridge exit for Allston and Brookline.

I believe that it is essential that West Station be constructed as a full transportation hub for trains and buses as early in the project as possible. BK-1  
BK-2

1. Harvard will scale their residential and commercial development according to the availability of public transportation. Public transportation will not only determine density, but parking necessity and building use. Limiting and/or delaying the construction of West Station will profoundly impact planning. The importance of West Station to Harvard's ability to maximize the profitability of their land is evidenced by their willingness to substantially increase their contribution to its construction and their financed proposal to build a temporary interim station as soon as possible. Increased contributions should also be solicited from B.U. and from the hospitals at Longwood Medical that also stand to reap tremendous benefits from additional transportation access to their campuses.
  
2. West Station construction will decrease the volume of private vehicular traffic to the area. Increased vehicular traffic is a safety and quality of life issue for surrounding neighborhoods.
  
3. It will be cheaper and less disruptive to construct West Station as part of the main I-90 project.

It was also recently brought to my attention that the bridges over the new I-90 at Seattle St. and Cattle Drive may be extended to vehicular traffic. It is imperative that any potential vehicular traffic be limited to MBTA buses and official shuttles. This could be achieved by routing all traffic through West Station. Approved buses and shuttles could gain access via a transponder activated arm, travel through the station to discharge and admit passengers and then out the other side. The impact of any other arrangement (except limiting the bridge to pedestrian/bicycle access) would dump traffic onto Malvern, Babcock, Pleasant and St. Paul Streets. This would increase traffic through narrow residential streets in Brookline, Allston and the BU campus to unacceptable levels.

I know you will take the concerns of abutting neighborhoods, cities and towns very seriously. The decisions you make today have far-reaching impacts on communities, future development and quality of life in Boston, Cambridge, Brookline - even as seemingly far away as Watertown and Newton.

Thank you,

Beth Kates

Town Meeting Member, Precinct 9

From: Colin McCarthy [<mailto:cwmccarthy@gmail.com>]  
Sent: Monday, January 29, 2018 1:41 PM  
To: Strysky, Alexander (EEA)  
Cc: [denise.provost@mahouse.gov](mailto:denise.provost@mahouse.gov); [patricia.jehlen@masenate.gov](mailto:patricia.jehlen@masenate.gov)  
Subject: West Station

Hi there,

I wanted to reach out to express my concerns around the failure to include West Station in the initial Mass Pike reconstruction project.

This project seems like a once in a lifetime opportunity to create a new dense, livable neighborhood with a substantial amount of new housing. Other transit-related developments, such as Assembly Square have worked out quite well, and it's unbelievable West Station would not be a focal point of this development as Boston Landing was for the development near New Balance.

I used to live in Brighton and I can attest to how poor transit connectivity is. One of my primary reasons for moving to Somerville was to have better transit connections to my job in Cambridge. The entire area is already quite congested, so adding any number of personal vehicles seems like a horrible idea, whereas building the development around transit and by making it a livable neighborhood will keep people moving.

Lastly, an article in the Globe laid out several proposed designs.

It'd be a shame if another viaduct based solution was installed, as opposed to a ground option that would allow the neighborhood to see the river, as opposed to a hulking concrete roadway. This is a decision that will affect future generations to come and we must get it right.

Sincerely,  
Colin McCarthy  
66 Adams St  
Somerville

From: David Jack [<mailto:davidjack@gmail.com>]

Sent: Monday, January 29, 2018 11:54 AM

To: Cerbone, James (DOT)

Subject: Redesign of MA Pike Exit/ Impact Upon North Brookline Neighborhoods

I am a 23 year property owning resident of North Brookline and I am concerned about current MA DOT traffic design proposals to reconfigure the existing MA Pike Alston /Brighton exit. Specifically, there is a proposal under consideration that proposes to redesign the existing Malvern Street to accommodate a significant increase in bus and automobile traffic. If this proposal is accepted it would redirect thousand of additional cars and busses into North Brookline neighborhoods, creating a substantial increase in traffic and creating a potentially dangerous conditions to pedestrians, cyclists and schoolchildren who presently walk and ride their bicycles to their local public elementary schools. DJ-1

Furthermore, the potential increase in bus and automobile traffic being redirected into North Brookline comes at the expense of Brookline taxpayers, who would be required to spend significant additional funds to accommodate the volumes of increased traffic upon their Town-owned streets while receiving no benefits of the redesigned MA Pike Alston/Brighton exit.

It is my understanding that all traffic studies completed to date have stopped at Commonwealth Avenue, and that no traffic studies have been conducted to determine the impact of the redirection of thousands of automobiles would have upon the North Brookline neighborhoods. I urge you and your colleagues to study this proposed condition in greater detail, and conduct public forums with Brookline residents before any Decision is formally made. DJ-2

Sincerely,  
Dave Jack  
63 Pleasant Street  
Brookline, MA

Sent from my iPad

**From:** Roochnik, David [<mailto:roochnik@bu.edu>]  
**Sent:** Monday, January 29, 2018 8:00 AM  
**To:** Cerbone, James (DOT)  
**Subject:** North Brookline

Dear Mr. Cerbone:

DRO2-1

As a resident of North Brookline (117 Stedman Street), I have serious concerns about the Mass Pike project. I worry that if a significant number of cars are re-directed into Brookline, the traffic in our already congested area will increase, and that this will cause problems. Our neighborhood has a great many elderly people walking on our streets. Furthermore, when the Devotion School (Harvard and Stedman Street) opens in September, there will also be a large number of children walking to and from school. This is especially true on Babcock Street, which looks to be significantly impacted under one of the options being considered.

I respectfully urge you to take the concerns of North Brookline into consideration, and to do everything in your power to insure that the number of cars on our streets is not greatly increased.

Thank you very much.

David Roochnik  
117 Stedman Street  
Brookline

**From:** Jill Anne Winitzer [<mailto:jawinitzer@gmail.com>]  
**Sent:** Monday, January 29, 2018 5:37 PM  
**Subject:** I-90

Hello.

I live on Copley Street in Brookline. I am very concerned about the possibility of 15,000 to 20,000 additional cars entering our residential neighborhood during rush hours. There are two large K-8 schools that our neighborhoods use, and these are schools that most children walk to or ride bikes to. Adding additional cars is dangerous and a reckless plan. It does seem to me that no research has been done on how the additional traffic will effect the roads south of Comm Ave. It is imperative to address these issue. We CAN NOT accommodate additional cars in our residential neighborhoods. JAW-1

Thank you.

--

**Jill A. Winitzer**  
617-201-0343

[ShopSquareThread.com](http://ShopSquareThread.com)  
[WinitzerDesign.com](http://WinitzerDesign.com)  
[linkedin.com/in/jillawinitzer](http://linkedin.com/in/jillawinitzer)  
LIKE SquareThread\_WinitzerDesign on fb  
follow @SquareThread

**From:** [Lea Mannion](#)  
**To:** [Strysky, Alexander \(EEA\)](#); [Cerbone, James \(DOT\)](#)  
**Subject:** Mass Pike Restructuring  
**Date:** Monday, January 29, 2018 9:02:46 AM

---

Dear Sirs,

As a concerned resident of North Brookline I am writing to voice my opposition to any North- South passenger car access along Malvern Street and strongly support that Malvern Street be used ONLY for bikes and pedestrian access to the new West Station. This would encouraged great use of public transportation. A second but less attractive alternative is the idea of a "checkpoint" in the West Station which would allow exclusive bus and van access on a reconstructed Malvern Street extension in both directions. No passenger cars.

LMAN-1

As a society and community we should be doing all we can decrease the use of cars in the area to enhance the use of public transit in all its manifestations.

Lea Mannion  
83 A Pleasant Street  
Brookline, MA 02446

**From:** Leonard Rosen [<mailto:Leonard.Rosen@comcast.net>]  
**Sent:** Monday, January 29, 2018 2:03 PM  
**To:** Strysky, Alexander (EEA)  
**Subject:** Malvern Street exit from Mass Pike

Mr. Styrsky,

As a resident of north Brookline (199 Babcock St), I am writing to object strongly to any plans for funneling LR-1 traffic off the newly configured Mass Pike through Malvern Street, either for general vehicular traffic or busses. All such traffic--estimated at 15,000-20,000 vehicles *per day*--will use Babcock Street, Pleasant Street, and St Paul Street as cut-throughs into Brookline.

As it is, Babcock Street is very heavily trafficked, and such an influx of vehicles, buses included, would make living in this residential neighborhood unbearably noisy, dirty, and dangerous--all but untenable. I strongly urge Mass DOT to avoid any version of the Malvern Street plan.

Respectfully,  
Leonard Rosen  
617-566-9853

**From:** Lisa Liss [<mailto:junk13@outlook.com>]  
**Sent:** Monday, January 29, 2018 10:07 AM  
**To:** Cerbone, James (DOT)  
**Subject:** I-90 Project - North Brookline

*Dear Mr. Cerbone:*

*North Brookline cannot support the I-90 Project as it now stands. The increase in traffic to our local streets would result in impossible chokepoints, as well as being a safety hazard to our children and elders who walk and bike in the neighborhoods that would be affected.* LL-1

*I trust you will keep these major drawbacks in mind as you thrash out the I-90 Project.*

*Yours,*

*Lisa Liss*

*TMM Precinct 2*

**From:** Mary Mahlmann [mailto:[mmmm12345@aol.com](mailto:mmmm12345@aol.com)]  
**Sent:** Saturday, January 27, 2018 1:06 PM  
**To:** Cerbone, James (DOT)  
**Subject:**

## RE: Malvern Street Conduit

Gentlemen:

I write this note as someone who has lived in the area between Amory Street and Babcock Street in Brookline for 60+ years.

I have seen the medical area grow with more and more buildings, more and more residential buildings and commercial buildings in Boston, Brookline, Allston, Brighton and Watertown.

This obviously brings and and more cars into the area.

St. Paul Street during travel times with cars is backed up from Commonwealth Avenue to Beacon Street and beyond. Pleasant Street is a narrow Street and, as well, is constantly being used and backed up with traffic. Babcock Street Has a fire station and have seen fire trucks being delayed in getting to Beacon Street and beyond.

It would seem that there could be a better focused plan than to divert traffic  
that  
will clog up these streets more than they are currently. MMM-1

Do we need to wait until all traffic comes to a complete standstill?

Sincerely,

Mary M Mahlmann  
Crowninshield Rd. Resident

**From:** [Matthew Cassis](#)  
**To:** [Strysky, Alexander \(EEA\)](#); [Cerbone, James \(DOT\)](#)  
**Subject:** Mass Pike restructuring  
**Date:** Monday, January 29, 2018 2:31:07 PM

---

Dear Sirs,

As a concerned resident of North Brookline I am writing to voice my opposition to any North-South passenger car access along Malvern Street and strongly support that Malvern Street be used ONLY for bikes and pedestrian access to the new West Station. This would encouraged great use of public transportation. A second but less attractive alternative is the idea of a "checkpoint" in the West Station which would allow exclusive bus and van access on a reconstructed Malvern Street extension in both directions. No passenger cars.

As a society and community we should be doing all we can decrease the use of cars in the area to enhance the use of public transit in all its manifestations.

MCA-1

Sincerely,  
Matthew Cassis

**From:** Yair Egozy [<mailto:yegozy@gmail.com>]  
**Sent:** Monday, January 29, 2018 11:59 AM  
**To:** Cerbone, James (DOT)  
**Subject:** Please prevent the opening to Malvern Street to unlimited motorized vehicles.

Dear Mr Cerbone;

I have lived for the last 5 years at 12 Elba Street with my family, a quiet and wonderful neighborhood which has allowed us to be outside our front porch, to socialize and make friends with our neighbor families and to walk 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.

Please prevent the opening to Malvern Street to unlimited motorized vehicles.      YE-1

Respectfully submitted

Yair Egozy  
12 Elba Street

**From:** Zack DeClerck [<mailto:zackdeclerck@gmail.com>]  
**Sent:** Monday, January 29, 2018 1:08 PM  
**To:** Strysky, Alexander (EEA)  
**Subject:** Comment on Mass Pike Allston realignment

Dear Mr. Strysky,

We are relatively new Boston residents who are expressing our concern that we aren't making the investments in transit and bike/ped infrastructure that will be needed for the future growth and health of the region.

Looking at The Seaport as an example blown, we have yet another opportunity to create a new neighborhood that gives thousands of people homes and access to jobs. We believe that it needs to be a multimodal one and that West Station cannot wait another 20 years.

Planning for private vehicles will with infrastructure that meets the needs of the few.

Thank you for the opportunity to comment,  
Zack & Maddie DeClerck  
20 Forest Hills St. #3  
Boston, MA 02130

69 Unity St.  
Quincy, MA 02169-1140  
30 Jan 2018

RECEIVED

FEB 8 2018

MEPA

Alex Strysky, MEPA Office

James Carbone, Environmental Services Section, MassDOT Highway Division

Copy to: David Fargen, Central Transportation Planning Staff

Copy to: Stefan Wuensch, MBTA Riders Oversight Committee

This is in response to your call for comments on the Allston Interchange Multimodal Transportation Project.

Enclosed are my notes on a presentation to Move Massachusetts on the Evolution of the Fairmount railroad route dated 30 September 2005. Appendix II, shown as pp. 14-16, presents my proposal at that time for connecting the Fairmount route with the Grand Junction route to provide through transit to underserved areas.

Another, more recent proposal of mine in the same territory would provide an "A" route extension of the "B" route trolley line. This extension would start at Packards Corner on Commonwealth Avenue, a few blocks west on Brighton Avenue, then a perpendicular right turn northward on side streets to the site of your proposed "West" Commuter Rail Station, shown on the enclosed report as "Allston Landing," and continuing northbound to serve new development areas. This would make for a higher capacity transit line connecting to Boston University and downtown. It would also relieve reliance on a couple of existing crowded and unreliable bus routes that currently serve the area.

*Barry M. Steinberg*  
Barry M. Steinberg  
[bmsteinberg@earthlink.net](mailto:bmsteinberg@earthlink.net)  
(617) 773-7495

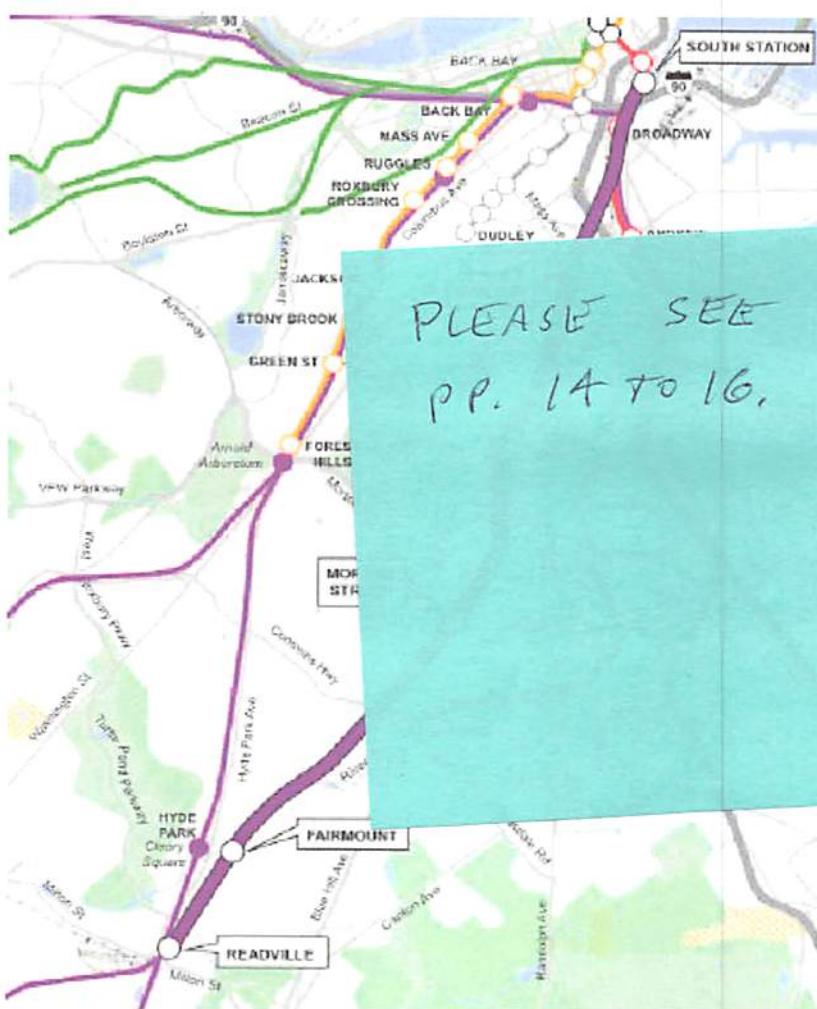
MOVE MASSACHUSETTS  
30 SEPTEMBER 2005 MEMBERSHIP MEETING  
Notes Recorded for the  
ASSOCIATION FOR PUBLIC TRANSPORTATION, INC.  
By Barry M. Steinberg

## Evolution of the Fairmount Line

The only commuter rail line wholly within the City of Boston is expanding with new stations, renovations of existing stations, plans for additional service and a possible extension to Yawkey Station and Allston.

Barbara Boylan, Director of Design, Massachusetts Bay Transportation Authority.

Illustrations courtesy of the MBTA. Text in *italics* provided by the MBTA.



### HISTORY:

The route *originally opened in 1855 as the Boston & New York Central Railroad's "Midland Railroad" with both freight and passenger service.*

area served is currently composed of residential neighborhoods of Boston.

Passenger service was *abandoned in 1959 and reinstated in 1979 with the opening of the Southwest Corridor.*

Community involvement in the *reopened Indigo Line. T General Manager Robert H. Prince formed a community and T task force.*

The next step was a restoration to a *state of good repair for the line. By 2000, a consultant was hired for a feasibility study.*

### Nature of the Existing Line:

The corridor is *approximately 9.2 miles long, and runs in a generally north-south direction from the Readville section of Hyde Park to South Station. It is situated between the Red and Orange lines. The*

*line is double-track and fully grade separated; it does not share routings with any other line to South Station.*

*The track itself is generally rated for 60 mph operations. A quarter of the ties have recently been replaced. A signal system was installed in 1979 for what was intended as temporary passenger service during the construction of the Southwest Corridor. Raising speeds would likely require significant investment in track and signals. Two of the existing stations, Uphams Corner and Morton Street are in substandard condition. Readville and Fairmount stations are barrier-free and handicapped accessible. Fairmount was rehabilitated in 2003. The actual right of way is owned by the MBTA and has an ample width for the construction of new station platforms. The line is protected by fences. There are no grade crossings. In terms of grade separations and structures, there are 41 bridges and other structures. Six of these bridges are in critical need of repair. The capacity at South Station for storage and maintenance of equipment is the most substantial constraint to service improvements.*

### Transit in the Fairmount Line Corridor.

The population in the target area is largely low income. There is high frequency but slow speed and circuitous bus service. Through travel often requires two or three buses and consequent long travel times. The Fairmount Line sees 65 daily passenger trains and about three weekly freight trains. Many of the passenger trains are through trains, not stopping in most of the corridor. Existing local travel is largely at the Fairmount station. Morton Street and Uphams Corner are served, but have sparse patronage, partially due to a low service profile and a population unused to riding low-frequency schedule-based commuter trains.

#### **Proposed Short Term Improvements: Fix it First.**

- Handicapped accessibility and the renovation of existing stations.
- New interlocking.
- Improvement of service reliability and speeds.
- Bridge rehabilitation.

The first work is being done starting with *public participation and community involvement*. A major rebuild of *Uphams Corner* started with a *groundbreaking ceremony* in April of 2005. A rebuild of *Morton Street Station* is now in final design.

#### **Long Term Opportunities.**

- Increase Ridership.
- Transit Oriented Development.
- Improved Quality of Service.

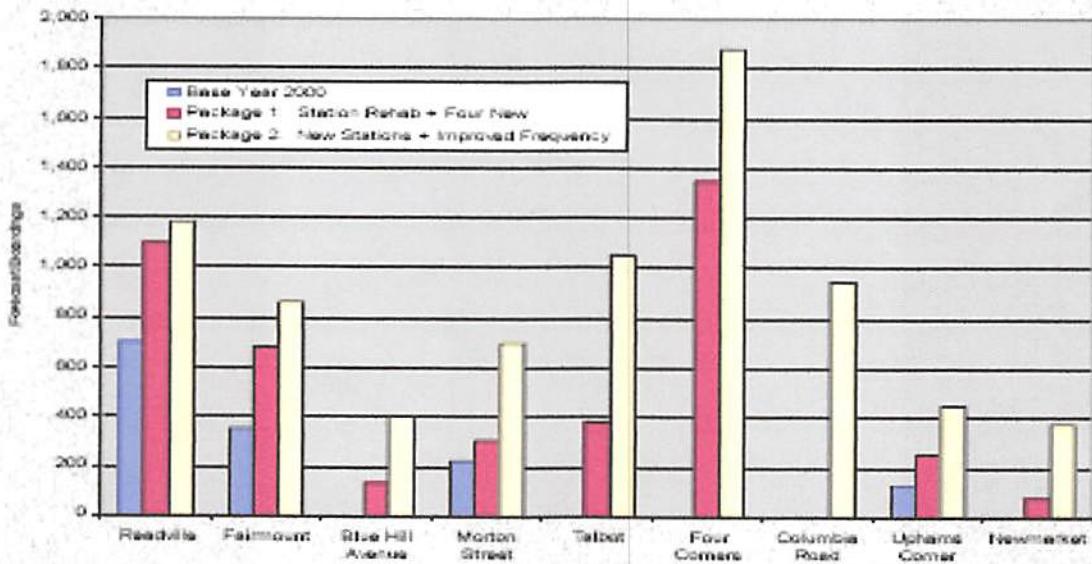
#### **Proposals. Potential New Stations.**

- Newmarket (South Bay Center)
- Columbia Road
- Four Corners (Geneva Avenue)
- Talbot Avenue (Codman Square)
- Blue Hill Avenue



# Weekday Ridership

Figure 1: Ridership Forecasts



## Proposed Scope of Work

### *Phase I*

- *Needs Assessment. Conceptual design for all project elements.*
- *Design and Construction*

- *Uphams Corner: \$6.1 million.*
- *Morton Street: \$6.5 million.*
- *New Interlocking. To be installed and tested by September 2006.*
- **Bridges**
  - *100% design for Columbia Road and Quincy Street bridges.*
  - *Painting and minor repair of four neighborhood bridges:*
    - *Norfolk*
    - *East Cottage*
    - *Dudley Street*
    - *Geneva Avenue*

*Phase II*

- *Build new stations: Up to four additional subject to funding.*
- *Rehabilitate six bridges.*
- *Coordinate with City Neighborhood Initiatives and Boston Redevelopment Authority.*

## Weekday Ridership

**Weekday Forecast Boardings for Fairmount Improvement Packages in 2025 by Station**

Stations	Base Year 2000	Package 1: Station Rehab + Four New	Package 2: New Stations + Improved Frequency
Readville	700	1,095	1,160
Fairmount	350	660	860
Blue Hill Avenue		130	400
Morton Street	220	300	700
Talbot		360	1,050
Four Corners		1,350	1,860
Columbia Road			950
Uphams Corner	125	250	450
Newmarket		75	375
South Station	1,395	3,070	5,650
<b>Total</b>	<b>2,790</b>	<b>7,330</b>	<b>13,495</b>

\* \* \* \* \*

### The East-West Connector

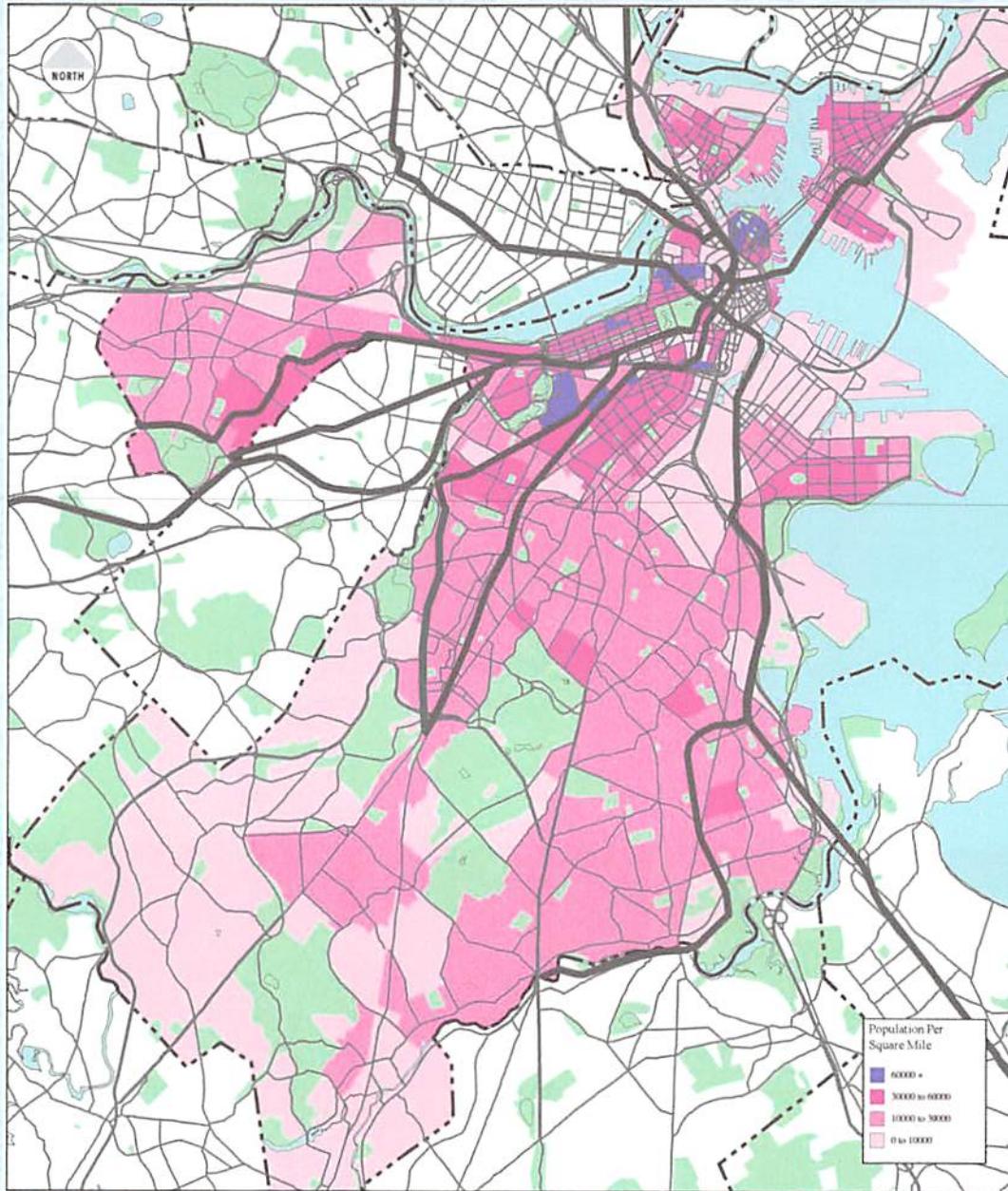
*Linking North Allston and Yawkey Station with South Station and the Fairmount Line*

Vineet Gupta, Director of Planning, Boston Transportation Department

Text in *italics* supplied by the Boston Transportation Department. Graphics courtesy of the B.T.D.

## NEEDS ASSESSMENT: POPULATION DENSITY

5

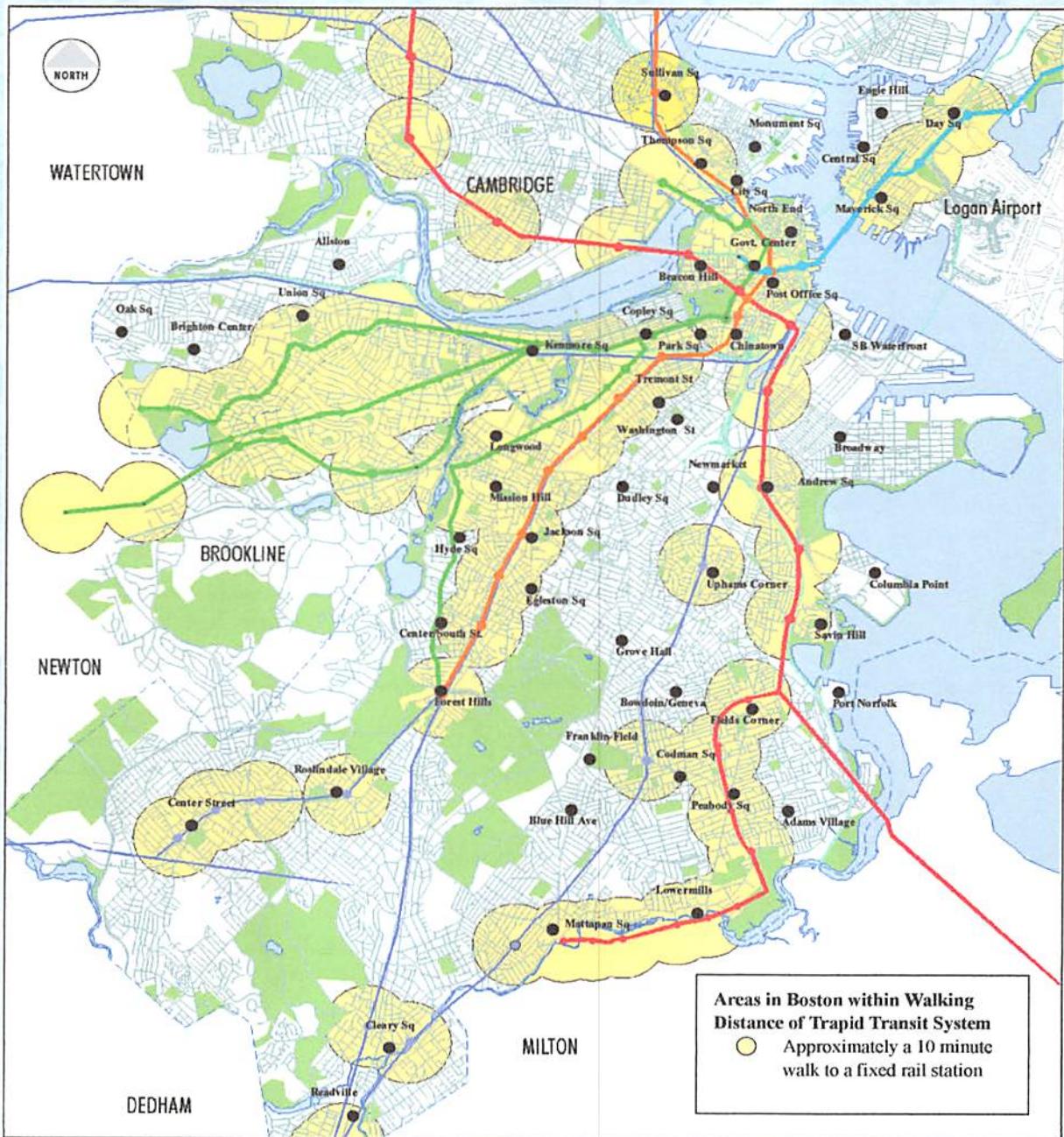


Population Changes by Neighborhoods

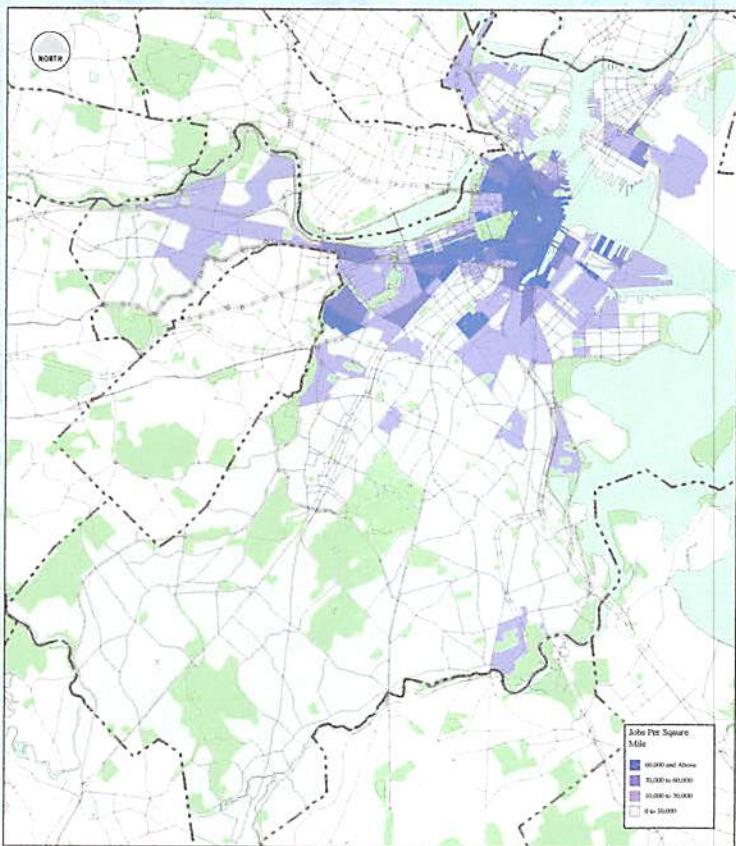
Neighborhood	1990	2000	Percent Change
Allston-Brighton	70,284	69,648	-1%
Back Bay/Beacon Hill	27,808	26,721	-4%
Charlestown	14,718	15,195	3%
Dorchester (North)	25,068	28,775	15%
Dorchester (South)	60,630	63,430	5%
Downtown	15,982	17,516	10%
East Boston	32,941	38,413	17%
Fenway/Kenmore	32,880	35,602	8%
Hyde Park	29,985	31,709	6%
Jamaica Plain	40,995	38,196	-7%
Mattapan	36,135	37,486	4%
Roslindale	32,959	34,618	5%
Roxbury	58,893	56,658	-4%
South Boston	29,488	29,995	2%
South End	28,842	28,239	-2%
West Roxbury	29,706	28,753	-3%
<b>Total</b>	<b>567,314</b>	<b>580,954</b>	<b>2%</b>

Source: U.S. Census; Boston Redevelopment Authority.

## NEEDS ASSESSMENT: NEIGHBORHOOD ACCESS



## NEEDS ASSESSMENT: EMPLOYMENT DENSITIES



### Emerging Growth Districts

Longwood Medical Area

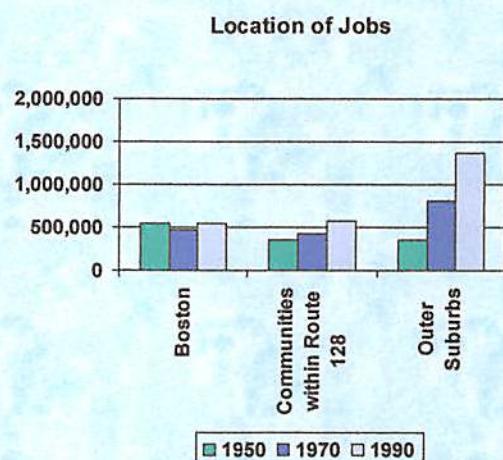
North Allston

South Boston Waterfront

Crosstown

Sullivan Square/Rutherford

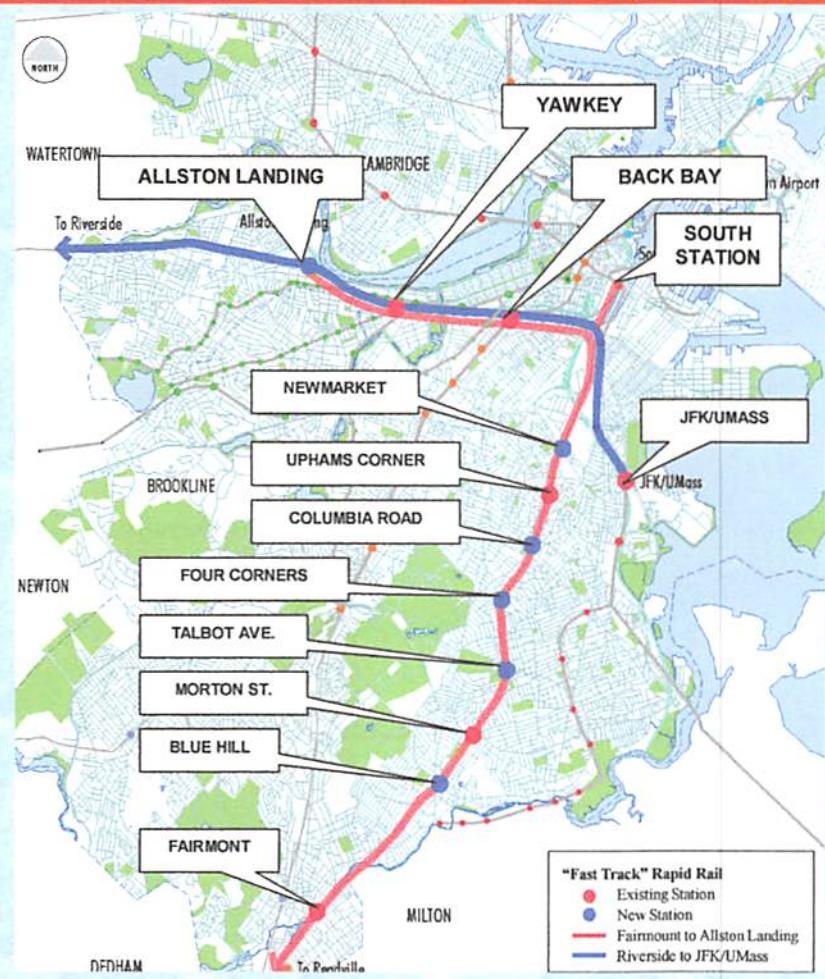
Logan



### Principles:

- Focus on improving effectiveness of existing service and infrastructure.
- Expansion projects to build on existing or recently completed projects.
- Equity in the distribution of benefits and costs.
- Coordination of land use and transportation policies.

## EAST-WEST CONNECTOR



Links Longwood Medical Area and emerging North Allston with South Station.

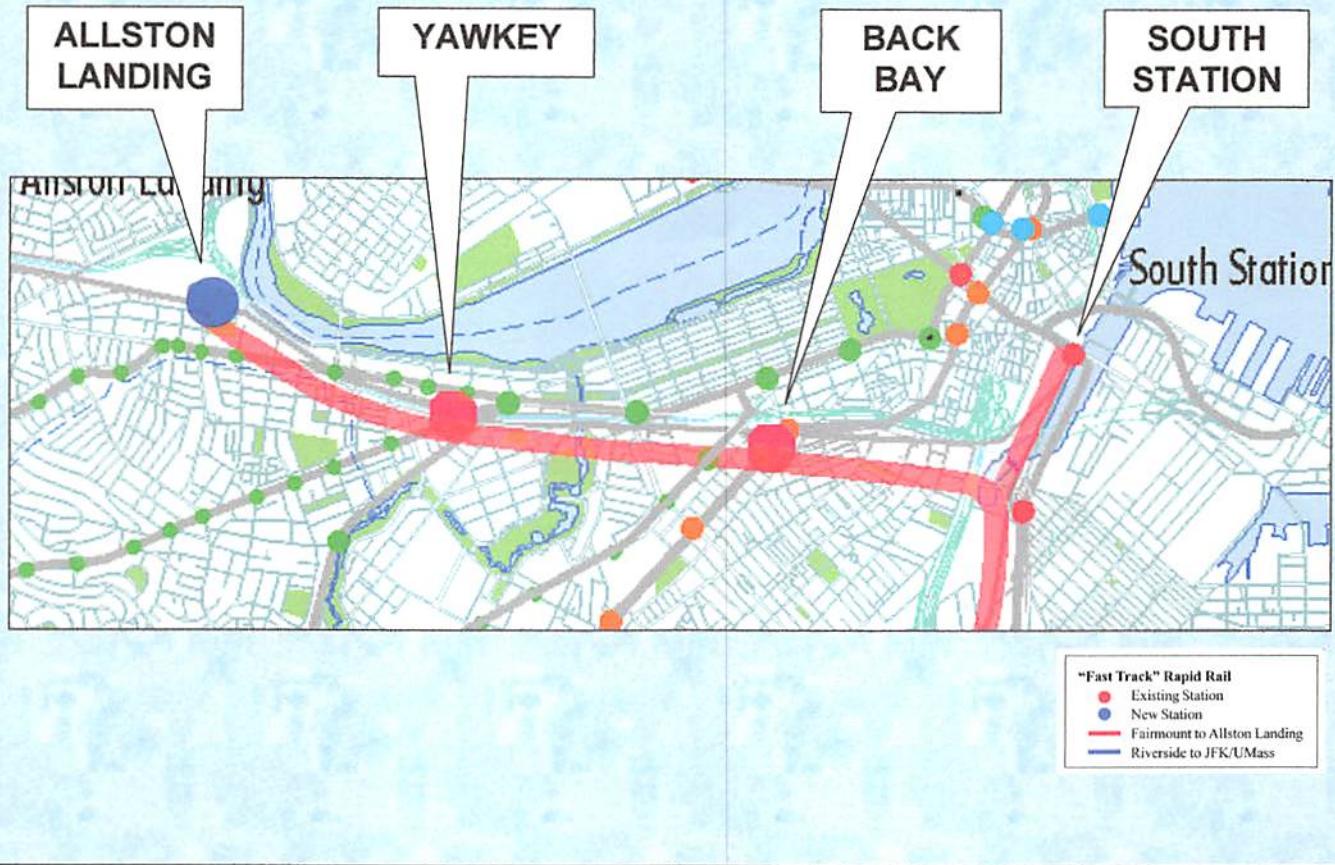
Access for residents in Roxbury and Dorchester to jobs and medical facilities.

Alternative to congested Green Line.

Use of existing infrastructure provides cost-effectiveness.

High priority in MBTA long-term plan (PMT).

## EAST-WEST CONNECTOR



### Next Steps:

- Secure funding for new Fairmount Line stations.
- Include East-West Connector Feasibility Study in the 2006 MBTA Capital Plan.
- Work with community development groups in Roxbury, Dorchester, Fenway and Allston.
- Establish the project as a priority for Harvard, Red Sox, Longwood Medical Area institutions and air rights developers.

Comments by Mr. Gupta.

The location of the "North Allston" or "Allston Landing" station is only approximate at this time.

There is a right of way from Yawkey towards the Longwood Medical Area.

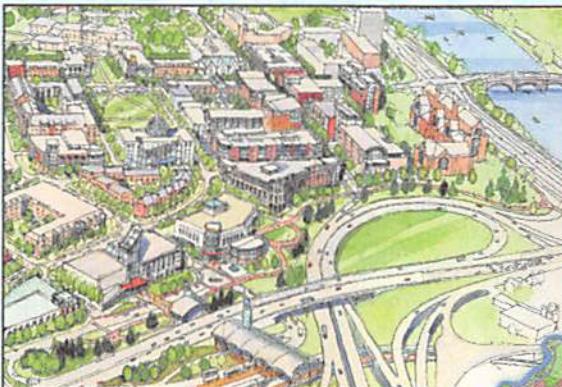
Q (Barry M. Steinberg, Association for Public Transportation): For a stub train service?

A. No, for a walkway or a connecting vehicle.

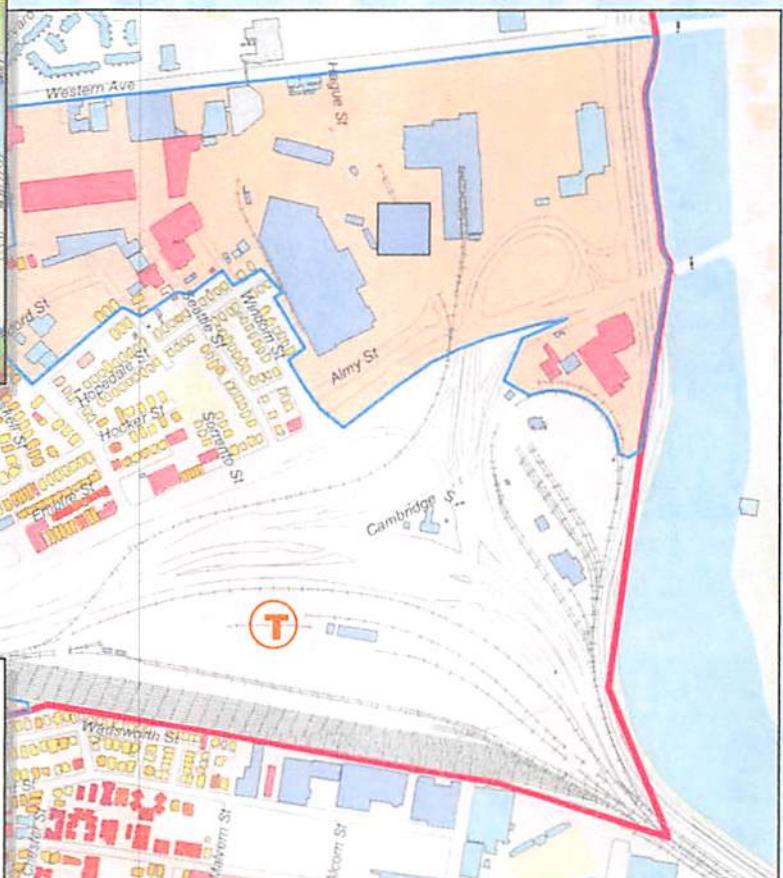
Comment (Marilyn Wellons).

The Urban Ring would go through Yawkey.

## NORTH ALLSTON STATION



North Allston Strategic Framework for Planning



North Allston Land Use Study



North Allston Strategic Framework for Planning

Q (Shirley Kressel). Would this obviate the Silver Line Phase III tunnel?

A. No. It would complement it.

Q (Kressel). This is redundancy.

Comment (Steinberg). At APT, we are concerned about retaining full freight capabilities on railroad lines. Part of ‘burning bridges’ planning is to build high platforms that impinge on freight loading gauges. This could be addressed by bridge plates at high level platforms, even though it is not an ideal situation from the standpoint of freight operations.

Q. What is the time frame for the [Fairmount] stations?

A (Boylan). Regarding bridges, Columbia Road is in the design process, expected to cost \$10.5 million for a complete replacement. Quincy St. would be \$3 million.

First, the interlocking goes in place one year hence.

Q. How do we sustain public enthusiasm for these projects while this is being built?

A (Dan Wilson). It is part of the community rôle to push it.

Comment about changing stations from 800 foot lengths to 400 feet, with more frequent service.

Boylan. We are not talking electrification [of the line at this point].

Q. What about platforms and Silver Line-style shelters?

A. Yes, but they would fit them to the trains.

Comment: These shelters are uncomfortable to the passengers.

Q (Wilson): How do you connect the Fairmount Line and the East-West Connector?

A (Gupta). Right now it would be a physical link only. You can do all these things. A wye would bypass South Station.

Q. If the equipment is stored at Allston, wouldn't it improve the situation?

A. [I don't know at this time.]

Comment. A fare structure should be similar to rapid transit, with a flat fare. With smaller trains, more frequent service would be more efficient—all doors would open.

Comment (Kressel). Don't put parking lots in the city at these stations. Parking lots are traffic generators. They are self-defeating.

\* \* \* \* \*

**APPENDIX 1:** As quoted in the *Callboy*, monthly newsletter of the Massachusetts Bay Railroad Enthusiasts, Inc., October 2005, pp. 21-22. An article originally appearing in the Boston Globe City Weekly of 4 Sep 05.

### Lawmaker's Push: Take the A-B Train. By Will Kilburn

For more than a century, residents of Allston and Brighton were able to ride the rails to Boston on the many trains that roared in from points west on their way downtown. But since 1959, the trains haven't stopped here—a point that rankles a former railroad man who now represents the bypassed area on Beacon Hill.

"It's an infrastructure that is currently in place, but underused for the Allston-Brighton area," said state Senator Steven A. Tolman, 50, a Brighton resident who worked on the line during his 25-year railroad career. "They come right through our community, but yet we don't have an option to hop on the train to ride into town."

But some recent developments may be creating a more favorable climate for restoring the rail service—at least to the corner of Lincoln and Market streets in Brighton, the longtime home of the Brighton Depot station and once the center of the area's cattle trade. The cows are long gone, but the intersection is experiencing a renaissance based on two other venerable New England products: shoes and information. A local group is looking into the restoration of commuter rail service as one of a number of transportation options for the increasingly busy neighborhood, where New Balance's corporate headquarters and outlet store are already in place and which by next year will be the new home of WGBH, which is moving from its North Allston headquarters and bringing about 900 employees.

"WGBH is very supportive of public transportation," said Lucy Sholley, WGBH's director of media relations. "We would certainly love it if there was something in the area that would be convenient for our staff."

About 75 percent of WGBH employees currently drive to work, said Sholley, while many of the remaining quarter walk or take buses from Red Line stops in Cambridge, an option that would become impractical for many after the move to Brighton.

Over at New Balance, corporate public relations manager Amy Vreeland said that while only a few of the 360 employees currently take public transportation, the company would welcome commuter rail for both workers and shoppers who go to the outlet for bargain-priced shoes and clothing. "That would be a positive thing for us," said Vreeland. "For the factory store, if it expanded the opportunity for people just to be able to come and see the store and use public transportation for that, I think that would be another benefit to us as a company."

MBTA press secretary Joe Pesaturo said any plans for new stops are in limbo for the time being, partly due to the lingering effects of an earlier study that predicted low ridership if service were restored to the area. But he did not rule out a future change in the situation.

"It's difficult to build a strong case for the construction of a station there," said Pesaturo. "Now, will that change over time? It may, because that area is expected to see more development over time, and when that happens, then perhaps a station there would rise on the list of priorities."

The study cited by Pesaturo came out in 1998 and projected that just 82 people would board the train if a station were built in the vicinity of the former Allston Depot (now the Sports Depot) on Cambridge Street, while fewer than 200 riders would board if a station were built near Faneuil Street in Brighton. And even those ridership gains, the study said, would be offset by suburban passengers lost due to the slightly longer commute time. The study did not look into the old Brighton Depot site at Lincoln and Market, however, and it came out before Harvard accelerated its expansion into North Allston and North Brighton.

"The biggest impediment was that they didn't want the outer limits, the Naticks, the Wellesleys, the Framinghams, having to stop so long and make the trip so much longer. But I don't buy that," said Tolman, who also rejects the study's suggestion that the area doesn't need commuter rail because it's served by the Green Line and buses. "My argument to that was you have to base that against efficiency of those modes certainly cannot come close to competing with commuter rail."

Hopes for rail restoration rose somewhat in 2003, when the MBTA released the Program for Mass Transportation, a massive document that weights the pros and cons of dozens of expansion proposals for the next 25 years. In the program, restoration of commuter rail service in the area is listed as a medium priority, below projects like the Silver Line but notably more positive than the 1998 study.

A different rail plan, from the opposite direction, is already high on another list: the Boston Transportation Department's proposal to extend the Fairmount Line, which runs from Hyde Park to South Station and began a \$96 million restoration this past spring. The plan, called "Fast Track Rapid Rail," would connect the line to Allston and Brighton via a U-turn downtown that would bypass South Station and send trains out through Back Bay and Yawkey stations to Allston, Brighton, and possibly continuing on through Newton. Elements of this proposal were incorporated into the T's Program for Mass Transportation, although with only one stop in Allston, at Allston Landing on the banks of the Charles near the Harvard Business School.

But one planner who helped draw up the city's proposal said there's no reason the line couldn't and shouldn't keep going farther out. "I think that whole section of the city is currently underserved by public transportation," said Vineet Gupta, director of planning for the Boston Transportation Department. "We, as planners, have come to that realization some time ago now, so we're trying to find a way to improve access."

The point of all of this, said Gupta, is the reconnection of city residents to city jobs, whether it's a Brighton resident who works downtown, or someone in Hyde Park who works in the Longwood Medical area or at Harvard's rapidly expanding North Allston campus. And, he said, the city's plan uses existing rail lines; no new tracks would need to be built.

"As compared to a brand-new project, this would cost less, so people see the advantage of it," said Gupta. "It sometimes takes a couple of years to catch steam, and we think that over the years we'll get a lot of constituency behind the idea."

AS it turns out, a number of citizens and groups are already thinking about trains. The Allston Brighton Community Development Corporation, for one, received a \$15,000 grant from the state last August to study transportation issues in the two neighborhoods, with commuter rail as one of the options to be considered. But local interest goes back further, even if many of those calling for commuter rail weren't around the last time the trains stopped here [in 1959—MBRRE editor].

"There are many, many, many people who continuously discuss this issue at various community meetings that I've been attending for the past seven years at the very least," said Arturo Vasquez of Brighton, an architect and the immediate past president of the Brighton Allston Improvement Association. "It's always an issue that comes up, but I think it's timely now that the discussion has become much more open."

Like many residents, Vasquez views the existing bus and subway service as inadequate and said that reopening those old train stations would be an effective way for commuters to avoid the increasingly clogged streets. It's a clear solution, he said, to the people who live there, but not yet to most of those in power.

## Appendix II: A PROPOSAL BY THE ASSOCIATION FOR PUBLIC TRANSPORTATION, INC.

### THE INDIGO LINE EXTENSION

Prepared by Barry M. Steinberg

This is to build on the *Move Massachusetts* September 2005 presentation by the MBTA's Barbara Boylan and that of the Boston Transportation Department's Vineet Gupta on the related subjects of the commuter rail Fairmount Line, proposed to be called the Indigo Line, and Gupta's "East-West Connector".

Firstly, an analysis of the new East-West proposal as it works together with the recommended enhancements to the Fairmount Line.

The existing intermediate stations at Morton Street and Uphams Corner are to be rebuilt using 800 foot platforms in order to accommodate today's commuter trains. New additional stations at often traditional locations have been suggested. A comment was made at the meeting: Instead of planning massive platforms for long, infrequent trains, why not install smaller platforms, provided with frequent passenger service? An additional benefit of shorter platforms is greater freedom in siting these stations.

The Boston Transportation Department's proposal, as shown in their accompanying maps, is for an independent east-west corridor, interfingering with the Fairmount Line. Fairmount would utilize a wye, bypassing South Station and turning west and terminating at a point they call Allston Landing. There would be a parallel service using most of the same trackage, originating at JFK/UMASS Station, continuing through Allston Landing and on to Riverside on what was originally the Boston & Albany main line.

This proposal shows imagination, and would open new origin and destination pairs, connecting transit-underserved areas of Dorchester with employment-rich areas in the Longwood Medical Area and the Kenmore Square area that currently are accessible only by a cumbersome series of transit connections.

Another graphic to examine more closely is the map of the wye area, near Broadway Station, to Allston Landing. A few features are apparent, but not emphasized:

- The wye area is near Broadway Station, but not close enough for a convenient transit connection.
- South Station, a major transportation hub, is a stub end off this system (at least until the North-South Rail Link is built, and this has been proposed for the distant future).
- The spacing of proposed route station stops in the corridor is much greater than those of the parallel Green and Red lines.
- The Allston Landing location has not been made even semi-final, since it is in the middle of railroad yards and highway interchanges, not an area conducive to pedestrian access for a railroad station.
- It is obvious from the proposed station locations that these are walk-up or transit-oriented stations, not auto parking stations.
- These are commercial and industrial areas (i.e. employment centers, not residential areas). The stations, where pre-existing, would have to be modified to improve connections.

Now for some points not hinted at by the East-West Connector maps. Fairmount and Readville are in areas traditionally served by commuter rail, and which have their own dedicated clientele.

The Dorchester stations, existing and proposed, are in areas that have gone for more than half a century without significant commuter rail service. Residents are unused to schedule-based transit service which is comfortable and fast, but yet infrequent. These residents have become inured to first streetcar, later trackless trolley and now bus service that connects or has connected with rapid transit via roundabout routes or other bus routes via one or more transfers to reach a connection to school, employment or rapid transit as used for access to points farther away. These latter transit services are largely uncomfortable, slow, but inexpensive, yet frequent, so that by and large timetables needn't be consulted.

Reverse, i.e. return, service on these corridors is often from large employers or large passenger generators that require dense transit service, again rather than infrequent service.

Two operational problems exist for South Station, considering that it is a major transit and transportation hub, and shouldn't be bypassed or ignored: Its congestion and location on a railroad terminal stub route. This current paper will not address the routing freedom and 'decongestant' nature of the proposed North-South Rail Link, a project that APT supports, but it is not be further discussed here since it at best is out of the time scale of the current thoughts.

The trend of all these features is for comfortable, frequent, but yet somewhat slower commuter rail service. I posit that slower service would be acceptable in that (1) the increased frequency of the service would compensate for the slower speed and (2) the existing transit service in the corridors is so cumbersome that this proposed service is still a vast improvement over current conditions.

The idea of parallel services along this east-west connector corridor likely would work based on a schedule-based service, not a frequency-based one, since it is complex.

Unsaid in these graphics is the railroad passenger train delay involved with freight train interference between Allston and Riverside. One supposes that Riverside is proposed as a terminal in order to balance the service as well as avoiding ending the service in Allston, which is neither an origin or destination point for many travelers.

Riverside is currently well-served by MBTA streetcar and express bus services. Commuter rail service, while not out of the question, largely duplicates existing transit services.

So what to do about the operational challenges presented by South Station, Allston and the need for increased frequency of service?

Some of these problems would be alleviated by the use of either diesel multiple unit cars on the new service or diesel light rail (as in New Jersey). Double-ended service, with two operator/conductor employees could operated as follows: Leaving Readville via Fairmount, there would be an engineer or operator on a perhaps two-car train. Both employees would collect fares. On arrival at South Station, the engineer would stay in his cubicle and become the conductor, while the former conductor would be in a corresponding cubicle in the opposite end of the train. Control of the train would change through a train communication system. The doors would open and close and the train would proceed out of South Station with a minimum of delay (not much more than that of a normal passenger stop) towards Allston Landing, wherever that station would be located.

To work efficiently, this would have to operate at rapid transit frequencies. Again, the Allston Landing location is inconvenient and by no means intuitive.

Now, for a radical proposal and the reason for the name the Urban Question Mark. This is for a service that resembles in shape a backwards question mark. At Allston, the train would again change ends—operationally, not physically. It would now proceed over the railroad bridge spanning the Charles River onto the CSX Grand Junction Branch into Cambridge to a new “neighborhood” station on Vassar Street, serving both residential and hotel and business areas. Next stop would be MIT at Massachusetts Avenue, then Sullivan Square (Orange Line connection) and proceeding to Chelsea, with an enhanced and expanded station there—serving an underprivileged environmental justice community. From there it would proceed over a re-established rail connection to the Logan Airport area, where it would terminate and be served by Massport and/or Silver Line bus service.

This latter proposal is a stretch of the imagination, but indeed could serve as an alternative or else a new Phase I of the Urban Ring. The difference is that it relies on existing rights of way, largely on existing tracks, but which would have to be double-tracked to accommodate the train frequency. No new railroad right of way would be necessary, and there would be a minimum of station work required. Depending on the popularity of the line, routings could be modified or the line could be tunneled or electrified to increase the capacity or efficiency. This means that without new railroad routings, the time frame for introduction of service could be considerably shortened over construction of new bridges or tunnels or new railroad routings. This proposal is conceptually much easier than the proposed Urban Ring in that no new corridors are needed, and no families of bus routes with semi-dedicated bus lanes carved out of existing streets. Existing bus routes could be modified if necessary to feed into the proposed stations.



BROOKLINE PRESERVATION  
COMMISSION

DAVID KING, Chair

ELTON ELMERIN, Vice-chair

JAMES BATCHELOR

WENDY ECKER

ROSEMARY BATTLES FOY

DAVID JACK

PETER KLEINER

EILZABETH ARMSTRONG, Alternate

RICHARD PANCIERA, Alternate

Meghan Hanrahan Richard, Preservation Planner  
Tonya Loveday, Preservation Planner

# TOWN OF BROOKLINE

Massachusetts

January 30, 2018

RECEIVED

FEB 5 2018

MEPA

Alex Strysky

MEPA Office

Executive Office of Energy and Environmental Affairs  
100 Cambridge Street, 9th Floor  
Boston, MA 02114

Re: I-90 Interchange Project

Dear Mr. Strysky,

The Brookline Preservation Commission has reviewed and discussed the findings of the Draft Environmental Impact Report (DEIR) for the I-90 Interchange project in Allston. The Commission has also reviewed the letter sent to you by the Transportation Board, dated January 22, 2018. At a public meeting held on January 26, 2018, the Brookline Preservation Commission unanimously voted to provide the following comments in response to the DEIR:

- The Brookline Preservation Commission supports the Transportation Board's letter to MEPA regarding the DEIR for the I-90 Interchange project, in particular the Board's request for pedestrian, bicycle, and transit connections only from the south side of the proposed West Station. BPC-1
- The Commission opposes the construction of any bridge that allows for automobile traffic to travel into Brookline. It is the opinion of the Commission that the town's existing street capacity is insufficient to accommodate the volume of automobiles that would come through Brookline if a bridge were to be constructed. BPC-2
- The Commission feels that if the project allowed automobile and truck traffic from the south, it could do irreparable harm to individual districts and sites in the vicinity: BPC-3
  - The Cottage Farm Local Historic District;
  - The Crowninshield Local Historic District;
  - The Graffam-McKay Local Historic District;
  - The Graffam Development National Register District;
  - St. Aidan's Church and Rectory, listed on the National Register of Historic Places; and
  - The John Fitzgerald Kennedy House, a National Historic Landmark.

The Brookline Preservation Commission appreciates the opportunity to comment on the DEIR for the I-90 Interchange project.

Sincerely,



David King  
Chair, Brookline Preservation Commission

cc:     Mel Kleckner, Town Administrator, Town of Brookline  
         Neil Wishinsky, Chair, Select Board, Town of Brookline  
         Alison Steinfeld, Planning Director, Town of Brookline  
         The Honorable Elizabeth Warren, United States Senator  
         The Honorable Edward J. Markey, United States Senator  
         The Honorable Joseph P. Kennedy, III, United States Representative  
         The Honorable Cynthia Stone Creem, Massachusetts State Senator  
         The Honorable Michael J. Moran, Massachusetts State Representative  
         The Honorable Frank Israel Smizik, Massachusetts State Representative  
         The Honorable Jeffrey Sanchez, Massachusetts State Representative  
         The Honorable Edward F. Coppinger, Massachusetts State Representative

From: Henrietta Davis [mailto:[henridavis@gmail.com](mailto:henridavis@gmail.com)]  
Sent: Tuesday, January 30, 2018 2:57 PM  
To: Cerbone, James (DOT) <[James.Cerbone@dot.state.ma.us](mailto:James.Cerbone@dot.state.ma.us)>  
Cc: John Wofford <[johnwofford@earthlink.net](mailto:johnwofford@earthlink.net)>  
Subject: EEA#15278 Mass Turnpike redesign

Attached please find my comments relative to the DEIR for the Mass Turnpike redesign.

Henrietta Davis  
Task Force member  
120 Chestnut St  
Cambridge, MA 02139

MATTHEW A. BEATON, SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
Exec. Office of Energy & Environmental Affairs ATTN:MEPA office Alex Strysky, EEA #15278  
January 24, 2018

Dear Secretary Beaton-

I am writing today as the Cambridge community representative to the I-90 task force to comment upon the Draft Environmental Impact Report (DEIR) on the I-90 Allston Interchange Project in Boston, MA, issued November 30, 2017 (EEA No.15278). As the former mayor of Cambridge, I am able to reflect a city-wide response to this project. As a long-time Cambridgeport resident, I will also share that neighborhood perspective, living very near the project area.

While construction of the proposed project is on the Boston side of the river, impacts will land heavily on Cambridge. The attached memorandum outlines concrete steps to lessen negative impacts and build on positive ones to address these environmental impacts.

Last spring, along with the Cambridge City Council and City Manager, I submitted a letter to Secretary Stephanie Pollack listing items that we requested be addressed in the DEIR to respond to Cambridge community concerns. After a series of well-attended community meetings, we identified major issues needing information and analysis:

- Transit/multimodal planning
- Access to/from Soldiers Field Road
- Access to and from the Mass Turnpike
- Noise
- Comparative impacts of the three “throat” options, just across the river from the Cambridgeport neighborhood
- Parkland, bike and pedestrian pathways, and
- Construction mitigation

Most of these issues are insufficiently addressed in the DEIR. In addition, now that we have received and reviewed the full DEIR, we question the proposed turnpike width. Does the Turnpike in the throat area need to be as wide as presented, since every foot of space in the narrow, environmentally sensitive area by the Charles River is needed for parklands and the Paul Dudley White pathway network?

This project, first presented as a crucial highway repair project, is also a critical city planning endeavor involving all modes of transportation, a commitment to enhancing the environment, and close involvement with Harvard’s development plans. No project which affects a buildable area of 75 acres, is bounded by densely populated neighborhoods in three cities and borders on what is an invaluable environmental, recreational and visual asset such as the Charles River could avoid at its heart being a planning challenge. Add to that the churn of the innovation economy and university development pressing into this particular acreage, and you have a potential development/environmental/transportation clash that can only be resolved by careful, creative, collaborative, and transparent planning, including not only MassDOT and DCR but also the cities of Cambridge, Boston, and Brookline, as well as the two universities directly involved – Boston University and Harvard.

We must avoid repairing the highway today without considering all that is to come: the future of the economy, the future of the Charles River environment, the future of the people who will live in that area or in the nearby neighborhoods.

Secretary Beaton, I urge you to think broadly about the importance of this project, require the additional analyses requested in this letter (perhaps combined into a Supplemental DEIR) and press for the very best outcome. The result will be with us for the next 50-100 years. We need to make that future the best we can. This part of the Charles River and its parklands, pathways, and people living on both sides of the river and in the region as a whole will be profoundly affected by the choices made about these facilities. It would be irresponsible to make these choices without additional actions and analysis as requested here.

Thank you very much for your careful attention to the issues raised in this letter.

Sincerely yours,

Henrietta Davis, Community Representative to the I-90 Redesign Task Force

**RESPONSE TO DRAFT ENVIRONMENTAL IMPACT REPORT  
OF I-90 ALLSTON INTERCHANGE PROJECT IN BOSTON, MASSACHUSETTS  
BY HENRIETTA DAVIS,  
CAMBRIDGE COMMUNITY REPRESENTATIVE TO I-90 TASK FORCE  
January 24, 2018**

**1. TRANSIT/MULTI-MODAL PLANNING**

**Problem:** Transit plans in DEIR for I-90 are inadequate; implementation of West Station is delayed until 2040.

**Requests for Action or Further Study:**

HD1a-e

- Begin transit planning now.
- Plan West Station as a future public transportation hub for access (transit, pedestrian, bicycles) to Kendall Square and North Station, as well as to the Longwood Medical Area (in addition to serving as a commuter rail station).
- Take short-term action to develop and implement bus routes.
- Construct initial parts of West Station, at least as a temporary station for buses, as part of the I-90 project.
- Rebuild the Grand Junction railroad bridge over Soldiers Field Road as part of I-90 project to accommodate two transit tracks in the future and remove an obstacle in the Paul Dudley White path. Include this rebuilding in all “throat” options.

**Comment:** It is unacceptable to defer transit planning and implementation. It has long been part of Cambridge's public transportation objectives to develop plans for transit, pedestrian, and bicycle access for Kendall Square and beyond to North Station and the Longwood Medical Area. It is essential that these plans focused on West Station move forward as part of the I-90 project, and not wait until detailed plans for the development of the project area are created. Public infrastructure should create the context for development, not wait to react to it.

**2. ACCESS TO/FROM SOLDIERS FIELD ROAD**

HD2a&b

**Problem:** The DEIR proposes to eliminate the important direct exit from Soldiers Field Road to Cambridge by removing the entire 2-lane exit ramp.

**Requests for Action or Further Study:**

- Retain a narrower exit ramp from Soldiers Field Road as a single-lane with right-turn-only for cars heading to Cambridge via River Street Bridge.
- Design the single-lane exit ramp to be as narrow as possible to create space for improved pedestrian/bicycle pathway leading to River Street Bridge.

**Comment:** We support the DEIR plan for an underpass of Soldiers Field Road at new Cambridge Street in Allston for SFR moves to and from Allston, Brookline and the Turnpike. Eliminating the right-turn exit toward Cambridge, however, creates an unacceptable and longer route through the new Allston street grid with 4-6 signalized intersections. That grid must also handle all traffic to/from the Turnpike as well as traffic generated by future Harvard development. Separating out Cambridge traffic onto its own exit ramp from SFR will reduce the load on the new street grid.

**3. ACCESS TO/FROM MASS TURNPIKE**

**Problem:** There is no analysis of travel times connecting Cambridge to/from the Turnpike in DEIR. Current street grid proposed in DEIR is likely to create unacceptable time delays.

**Requests for Action or Further Study:**

- Demonstrate and design reasonable travel times between Cambridge and Turnpike (to/from Turnpike both East and West).
- Design appropriate signalization, possible reserved lanes, and other traffic management strategies for Cambridge access and egress in new street grid.
- Require that “East Drive” and “Stadium Way” be built and added to the grid of new streets to provide more direct access to/from the Turnpike and Western Avenue.
- Undertake detailed traffic and design study of the Cambridge roadways most impacted by the I-90 project, including River Street Bridge, Western Avenue, Memorial Drive, and adjacent neighborhood streets.
- Study details of such traffic analysis and management plans in collaboration with transportation departments of Cambridge, Boston, Brookline, and the two universities directly involved – Harvard and BU.

**Comment:** Under the current plan, all cars and trucks entering and exiting the Turnpike are expected to use the new, signalized street grid in Allston. The new street grid would serve the Mass Turnpike, Soldiers Field Road, new Harvard development, and Allston/Brookline traffic – as well as Cambridge. This is an essential area for Cambridge auto travel toward the west to Route 128 and east to downtown Boston, South Boston, and Logan Airport. Drivers going to and from the West may choose, instead, to use Nonantum Road/Soldiers Field Road, and the Newton Corner access points. Expected travel times to and from Cambridge have not been studied.

As for Cambridge roads, the DEIR analysis of additional traffic on Western Avenue and Memorial Drive is inadequate. What there is shows unacceptable loads on residential streets. Additional traffic would overload such already highly congested roadways. Impact on truck traffic routing is not addressed. The Mass Avenue Bridge, Main Street/Longfellow Bridge, Memorial Drive, and other routes will become more attractive alternatives to the Mass Pike to avoid the project area entirely.

#### 4. NOISE

**Problem:** DEIR provides inadequate analysis of noise impacts on Cambridge residents and park users, and fails to develop acceptable mitigation plans.

**Requests for Action or Further Study:**

- Reduce current Turnpike noise levels at the source of the noise.
- Conduct additional study and analysis to adequately understand impacts on Cambridge.
- Require a detailed action plan to mitigate noise impacts.
- Include modern 21<sup>st</sup> Century noise walls on the Turnpike (including visually transparent ones) that are increasingly added to highways around the world.

**Comment:** The DEIR proposes no effective design elements to reduce current harmful noise levels from the steady Turnpike roar now heard in the Cambridgeport and Riverside neighborhoods and at Magazine Beach park. From their homes, residents complain of noise disturbances, particularly in third floor bedrooms. These residential disturbances are not adequately covered by DEIR studies.

Magazine Beach, which is a large urban park of 17-acres, is a gem of a public space, but its value is greatly diminished by noise. Noise is magnified by reflecting off the flat surface of the river and the tall BU buildings. The DEIR uses standardized, nation-wide formulas to conclude that noise walls and other design elements to lower noise levels in the neighborhood and in the park are not “cost effective.” The focus of plans should be on effectiveness; official formulas do not account for the site-specific circumstances.

## 5. THE “THROAT”

HD5a-e

**Problem:** The DEIR fails adequately to analyze comparative impacts on Cambridge of the three options for the “Throat,” and fails to present a comprehensive alternative that reduces those impacts.

### Requests for Action or Further Study:

- Create a fourth throat option for the Turnpike, revised from the current three, that meets the following criteria:
  - Reduction of current noise levels.
  - A visually inoffensive and possibly even attractive structure.
  - Reconstruction of the Grand Junction Bridge over Soldiers Field Road to prepare for potential use of the Grand Junction route for future transit and pedestrian/bicycle pathway.
  - Positive impact on the Paul Dudley White path, green space, and river edge.

**Comment:** The categories of impacts on Cambridge are noise, visual appearance from our side of the river, reconstruction of Grand Junction Railroad over Soldiers Field Road, and pathways and greenspace along the river edge. These issues were not adequately addressed in the DEIR. Also needed is analysis of use of the vacant “barrel” under one direction of the Turnpike in the HV-3 option for relocation of east bound direction of Soldiers Field Road, thereby providing more space for pathways and parkland.

## 6. TURNPIKE WIDTH

HD6a-c

**Problem:** HV3, MassDOT’s currently preferred viaduct option, unnecessarily increases the width of the Turnpike viaduct by about 60 feet more than currently exists. This result is a significant reduction in already limited space for pathways and parklands at the edge of the Charles River.

### Requests for Action or Further Study:

- Minimize Turnpike width to protect and increase space for pedestrian/bike pathways and maximize parkland by the river.
- Revise HV3 option to have narrower shoulders or use HV4, an option described in the DEIR that does have narrower shoulders but was rejected.
- Rebuild the Turnpike with travel lanes no wider than those now existing.

**Comments:** HV3 adds wider travel lanes and wider shoulders equating to almost a full travel lane in each direction over what now exists in the Turnpike both east (toward Prudential Tunnel) and west (toward Newton Corner) of the reconstruction area. HV3 would widen the curb-to-curb width of the Turnpike pavement from existing 96 feet to 120 feet, and increase overall width of the viaduct structure by about 60 feet. We question the “safety” justification for increased width in the limited project area, since the rest of the Turnpike from Route 128 to downtown Boston has a consistently narrower design, with occasional pull-out areas for breakdowns. Increasing the viaduct width unnecessarily occupies valuable space that should be used for enhanced pathways, green space, and river edge.

## 7. ENHANCE PARKLAND AND PAUL DUDLEY WHITE PATHWAYS

**Problem:** The DEIR acknowledges that statutes require that proposed transportation facilities that would use public parklands must be developed to “enhance” those parklands, as well as mitigate negative impacts. The DEIR focuses on minimizing negatives, but fails to deal sufficiently with creating positives in this area of the Charles River, with its parklands, river edge, and Paul Dudley White pathways.

### Requests for Action or Further Study:

HD7a-g

Actions described above:

- Develop effective strategies and design features to improve noise levels at Magazine Beach

- Minimize the width of Turnpike to maximize parkland and enhance the Paul Dudley White Path and river edge.
- Maximize the potential area for pathways and parkland in designing the single-lane right-turn exit ramp from Soldiers Field Road to River Street Bridge.
- Rebuild the Grand Junction bridge over Soldiers Field Road to remove a current obstacle in the Paul Dudley White path.

Additional actions:

- Add design of an underpass for pedestrians and cyclists under both the River Street and Western Avenue Bridges on the Boston side of the Charles River to plans for reconstruction of those bridges in the future.
- Study whether the relocation of Soldiers Field Road in the area of new “Cambridge Street South” can be moved further from the river.
- Include as a feature of the all at-grade throat option (ABC) two pedestrian/bicycle bridges from the BU/Commonwealth Avenue area to the Paul Dudley White path, as described in the submission of A Better City to MassDOT in July 2017.

**Comments:** The Charles River basin is a world-class environmental resource profoundly affected by the proposed highway project. Pedestrians, cyclists, and joggers treasure this resource, both as parkland and as non-auto transportation corridor. Cambridge residents and many others extensively use the river-front pathways for commuting and recreation, with the pathways increasingly used as bikeways. This huge highway project should enhance these parklands and non-auto transportation uses now and for the future.

## 8. CONSTRUCTION MITIGATION/PROJECT IMPACT COMPENSATION

**Problem:** Cambridge will experience years of aggravation and disruption while this project is constructed. Our quality of life will suffer. Traffic shifts and increased congestion will affect all alternative routes and all modes of transportation. Pathway and roadway closings, as well as years of construction noise impact, need to be addressed at this stage of the I-90 project.

### Requests for Action or Further Study:

HD8a-f

- Develop a specific action plan now to mitigate construction impacts.
- Detail a bus and transit plan to address years of disruption.
- Plan roadway traffic management for the routes noted below when auto traffic will seek other routes during construction periods.
- Address impacts of construction diversions on Memorial Drive and neighborhood streets.
- Describe specific steps to reduce the impact of construction noise on Cambridgeport, Riverside, and Magazine Beach Park.
- Improve the pedestrian/bicycle pathways on the Cambridge side of the river to accommodate heavier use during construction.

**Comments:** When Soldiers Field Road and the Turnpike are closed for periods, there will be unavoidable traffic impacts on Memorial Drive, River Street, Western Avenue, Mass Avenue, the many bridges across the Charles, and many neighborhood streets. Central, Kendall, and Harvard Squares will be impacted. Closing of Paul Dudley White pathways will result in more walkers, bikers, and joggers using paths on the Cambridge side of the river. Transit, bus, shuttles, trucks and other transportation modes will also face congestion. We will have years of hassle.

From: Peter Stokes [mailto:[stokesp@earthlink.net](mailto:stokesp@earthlink.net)]  
Sent: Tuesday, January 30, 2018 12:59 PM  
To: Strysky, Alexander (EEA) <[Alexander.Strysky@MassMail.State.MA.US](mailto:Alexander.Strysky@MassMail.State.MA.US)>  
Cc: Cerbone, James (DOT) <[James.Cerbone@dot.state.ma.us](mailto:James.Cerbone@dot.state.ma.us)>  
Subject: Allston I-90 Improvement/West Station public comment EEA 15278

To Matthew Beaton, Secretary EEA, EOEEA, c/o Alex Strysky, MEPA cc James Cerbone, MassDOT Highway Div, Environmental Services Section

Secretary Beaton:

I wanted to offer two comments based on the DEIR public meeting presentations.

I am a Cambridge resident, principally a bicycle commuter, working in the core. I appreciate the improved walking and biking connections that are planned for this notoriously isolated parcel.

For the throat variation, I would prefer the ABC plan that eliminates viaducts. Viaducts are costly to design, construct, and maintain, they create and spread noise, and invariably become eyesores within a few years. All else being equal, I would trade more limited landscaping along the cycle path for lower cost, risk, noise, and visual blight for the project overall.

For West Station, it is absolutely indispensable that the transit hub be established no later than construction PST-2 of the surrounding development.

I am taking it for granted that the development to be desired in an urban core site such as this should be transit and pedestrian oriented, and designed to maximize active community interactions and lively streetscapes while filling in the regional transportation network.

The proposed timeline appears to delay any rail station or bus concourse construction until 2040, long past when development in the area will be complete. This ensures that the transit facilities will be irrelevant to the new neighbourhood, and that their cost will be wasted. How do you imagine that the surrounding area [redacted] can be developed to be transit-oriented and occupied decades in advance of the construction of the transit facilities that would be needed?

Thanks for your consideration of comments on this project.

Sincerely, Peter Stokes  
11 Leonard Ave. #1, Cambridge MA 02139 (617) 354-2462