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- **Elevated Roadways.** ABC remains concerned about the number and height of connecting roadways on fill or structure that run across the site, and the likelihood that at least a portion of these elevated roadways will add to the challenges of developing and traversing the site efficiently.
- **West Station Bus Drop Off.** We had always assumed the bus drop off lanes to West Station would be at the same level as the station mezzanine rather than at a third level as now shown. What is the reason for this additional level above West Station, and what alternatives exist? This additional height adds to the problem of raised roadways across the site and adds more cost.
- **Access to the West Station site needs further study.** If the drop off is lower, perhaps connector roads to West Station could be shifted west via Stadium Way Connector and West Connector rather than the East Drive Connector and Seattle Street Connector to allow use of lower bridges and shorter grades on connecting roads across the site.
- **Urban Design Scope:** We want the urban design consultant to explore and illustrate how future development opportunities can be integrated into the proposed roadway system. The consultant should review and address the points of the City of Boston comment letter, and review the work of the Boston Society of Architects' charrette and the work of the Northeastern design studio in determining appropriate development guidelines.
- **Urban Ring Bus Routing.** The MEPA Certificate for the Environmental Notification Form states that MassDOT is required discuss the design and funding status of the Urban Ring and how the



**proposed I-90 project can accommodate or not preclude potential implementation of the Urban Ring. This is a reminder that we would like to see that analysis.**

- **Alternative Construction Staging.** Again, as part of the ENF process, ABC suggested several alternative construction staging strategies, and the MEPA Certificate requires that MassDOT evaluate the feasibility of these recommendations. ABC encourages MassDOT to begin that discussion now.
- **Construction Sequencing and Schedule:** We recognize that any sequence and scheduling strategy must consider the timing of available resources to support each phase of construction. We expect that viaduct reconstruction will be a priority, and as ABC has commented previously, we requested further study of viaduct reconstruction alternatives beyond what MassDOT presented in the Task Force process last year. Studies should include possible use of a temporary viaduct allowing reconstruction of the westbound and eastbound Turnpike lanes in their current alignment as well as consideration of at-grade staging alternatives that could allow reconstruction of the Turnpike lanes without a temporary viaduct.
- **Revived Task Force.** We are pleased to learn that MassDOT will revive the Allston Interchange Task Force. We look forward to continuing as a member of the Task Force to work with MassDOT and stakeholders to help make continued progress on this important project.

Thank you for this opportunity to provide an overview of our written comments submitted today.

6294/1 aittp5617

Thanks Nate.





Tom

**Thomas J. Nally**

Planning Director

**A Better City**

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Good Afternoon Tom,

I hope this note finds you well and having a good day. Thank you for coming last night and for your comments. I'm in receipt. These will appear in the minutes as they typically have.

Regards & Good Wishes,

-Nate



## MEMORANDUM

Nate

When will last night's presentation be available?

Thanks

Joe

Good Morning Joe,

I hope this note finds you well and having a good day. It will likely take a few days to get it to the website as we need to make it Title VI compliant. That said, you're not the only one who asked for a PDF. As soon as I receive it from TetraTech, I'll make you a quick and dirty copy without all the bells and whistles needed for assistive technology.

Regards & Good Wishes,

-Nate

Good Afternoon Joe,

I hope this note finds you well and having a good day. As you requested, here is a copy of last night's presentation.

Regards & Good Wishes,

-Nate



Hi Harry – PDF of the 6/17 presentation is attached.

Ed

**Edward Ionata** | Senior Vice President

**From:** Harry Mattison

**Sent:** Thursday, June 18, 2015 8:24 AM

**To:** Nathaniel Cabral-Curtis; Ionata, Edward; Michael (MHD) O'Dowd

**Subject:** last night's presentation

Hi Nate, Ed, and Mike,

Could you provide me with the PDF of your presentation from last night?

Thanks

Harry



## MEMORANDUM

Nathaniel

I attended last night's I90 Interchange public meeting. One of the DOT speakers mentioned that the public was welcome to attend future Task Force meetings. Will these meetings be announced through the email list for the project? Also, what qualifications are required to become an actual member of the Task Force? I'm a resident of Cambridgeport.

Thanks,  
Peter

Good Morning Peter,

I hope this note finds you well and having a good day.

Yes, taskforce sessions are posted to the website and you are welcome to attend although taskforce business takes precedence and the general public is there in a more observational role. This is in contrast to public meetings where the expectation is that public comment takes precedence and taskforce members are encouraged to listen.

Our taskforce membership from the planning phase of the job had a range of qualifications: members of the local business community, Allston residents with homes adjacent to the job, representatives of local institutions, members of local government and cycling and pedestrian advocates. Cambridgeport, and indeed all of Cambridge was ably represented during our last go-round by Bill Deignan and Suzanne Rasmussen of your city's planning department.

Regards & Good Wishes,  
-Nate



Hi Nate,

Thank you so much for the reply with the presentation, as well as the rest of the information - it was all exactly what I was looking for! Apologies for misidentifying the number of meetings.

Best of luck with the rest of the project,

Patrick

On Mon, Jun 22, 2015 at 11:56 AM, Nathaniel Cabral-Curtis <[ncabral-curtis@hshassoc.com](mailto:ncabral-curtis@hshassoc.com)> wrote:

Good Morning Patrick,

I hope this note finds you well and having a good day. Please note that we have only had one public information meeting for Allston in 2015, not several. The only meeting you have missed is the one we held last week, June 17<sup>th</sup>. If you have not already done so, I strongly encourage you to sign up for the project's stakeholder database. Being in this database will make sure you get email alerts about upcoming meetings.

As to the project website, we have a draft update which just needs to be approved for publication on the MassDOT website. I will be checking up on that initiative today or tomorrow. We have had our hands full as a project team getting ready to go into our next phase of work.



## MEMORANDUM

With regard to the presentation given on the 17<sup>th</sup>, I have attached a copy for your review. Please note that we will be making this available over the project website once we set it up to be read by folks using assistive technologies. This is unfortunately a bit of a time consuming job, but it's a requirement.

Regards & Good Wishes,

-Nate

**From:** Patrick Braga

**Sent:** Monday, June 22, 2015 11:39 AM

**To:** Nathaniel Cabral-Curtis

**Subject:** Update Requested: Allston I-90 Interchange Project

Dear Nathaniel:

I am hoping to follow the Allston I-90 interchange project, and though I am aware that several public meetings have been held in 2015, the last document displayed on the project's webpage dates back to December 2014. I would especially like to see the PDF of the presentation given at last week's public meeting and prior meetings this year. Please advise.

Thank you,

Patrick Braga

Good Afternoon Patrick,

I hope this note finds you well and having a good day. Not to worry, I only made mention of it because people in public processes sometimes get worried that agencies are trying to hide things or blow sneaky efforts by them. We're not doing anything of the sort and I just wanted to ensure the record was correct. As to the presentation, you are most welcome.

Regards & Good Wishes,

-Nate



Good Afternoon Apratim,

I hope this note finds you well and having a good day. We'll be happy to add you to the stakeholder database. We would be looking to have our meeting minutes for the 17<sup>th</sup> posted during the week after July 4<sup>th</sup>.

Regards & Good Wishes,

-Nate

**From:** Apratim Sahay  
**Sent:** Tuesday, June 30, 2015 12:32 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Please add to mailing list

Dear Mr. Curtis,

I am interning with the Charles River Watershed Association (CRWA) and am involved in assessing the impact of the I-90 Allston Interchange on the Charles River. Please add me to the informational mailing list.

Another question: do you know when the minutes for the June 17th Public meeting will be put up on the I-90 Project website? We were hoping to quote Dave Mohler and Chris Canlan's presentations.

best,

apratim.



## MEMORANDUM

Administrator Tinlin,

Thank you for extending an invitation to continue my service on the I-90 Allston Interchange Improvement Project Task Force.

I look forward to working with everyone associated with the project.

One of the challenges we face in Allston-Brighton amid enormous change, is to remind those who wish to invest in our community that Allston-Brighton is a neighborhood of Boston and not downtown. Quality of life issues are important in building a stronger community and attracting and retaining long term residents.

I know there has been a great deal of debate as to how this project can advance those goals. At the same time I realize that there is a limit to the resources that will be available to this project. I am a very pragmatic person and have advocated It's time to revisit expectations, to prioritize and to be a positive agent for change.

Back in my corporate days as a Global IT Project Manager, managing expectations minimized frustration and accelerated stakeholder acceptance.

I hope going forward we can refocus on what's important and that the ultimate design reflects a balanced approach that we all can be proud of and that will serve as a model for future multimodal urban transportation projects.

Tony D'Isidoro

Hi Nate,

A suggestion as we move forward with the next round of task force meetings.

Obviously there has been a great deal of discussion regarding transportation funding and what will ultimately be possible for this project.

I think it's important to drill down another level when it comes to budget estimates and share that with the task





force in addition to what funds are secured. It's an important perspective to have.

The budget items could be:

- Viaduct Replacement
- Interchange Replacement
- All Electronic Tolling
- Bicycle and Pedestrian Infrastructure
- West Station (Including Multimodal Access)
- Beacon Park Layover
- Cambridge Street Reconstruction
- Franklin Street Overpass
- Allston Esplanade

Also, the Boston Region Metropolitan Planning Organization in its draft Long-Range Transportation Plan, Charting Progress to 2040 has the project cost at \$460 million. I always thought the number was \$260 million. Could you explain the discrepancy.

Tony

Good Morning Tony,

I hope this note finds you well and having a good day. Thank you for agreeing to join the task force a second time. You are always a constructive presence there and we certainly appreciate your contributions. As I mentioned on the 15<sup>th</sup>, I've had this reply on the stocks for you for a while, but preparing for last night held me up a little bit so your patience is appreciated.

As you probably will recall from the June 17<sup>th</sup> public information meeting, we see the project as having three major components: pedestrian/bicycle, rail, and highway. Today, identified in the CIP we have \$160 million. That will help address the structurally deficient Allston viaduct, the bridge which carries the Turnpike between roughly the Commonwealth Avenue Overpass and



the Allston toll plaza. If schedule and/or funding necessitate that we slice that piece off as a discrete project and do it right away, or as right away as such things happen, we would be able to program the needed funds. That approach wouldn't necessarily make the best sense given that it doesn't reflect the work that we have done as a team and with the community. What is not funded are the other elements associated with the job and important to the Allston neighborhood and a multi-modal MassDOT committed to serving all transportation users, the rail and cycling elements. As MassDOT's director of planning David Mohler said on June 17<sup>th</sup>, the agency is committed to figuring out the funding question so that all of this project can be built. As part of our demonstration to that commitment, we are continuing the plan and design the job as a single initiative.

This brings me to your next point. At our current stage of design, roughly 5%, it's much easier to provide a lump sum cost for a job rather than picking out the elements which make up that figure, but what we do know is as follows. The viaduct and the streets connecting it to Cambridge Street are estimated at around \$260 million. Beacon Park Yard's commuter rail support facility is around \$150. As Mike mentioned at our meeting on the 15<sup>th</sup>, since being added to the project, through the well-expressed wishes of the taskforce and community West Station has gone from being a clone of Yawkey Station which would have cost around \$25M, more or less, to a much more substantial structure which is how the MPO, and we are getting to a cost of a little north of \$450M along with the MPO.

For the moment, if I can ask you to bear with us, I will leave you with two parting thoughts: at the stage of the project where we are, cost estimates will go up and down for a while yet to come, and MassDOT is committed to advancing this job as a single project. If we have to find ways to stage it, we will, but we are developing the whole package and our goal is to build the whole package. As we get further into our current process, we will be able to provide a more focused financial picture. I hope this brings you some reassurance as we begin our next round of work together. I look forward to working with you further as we get deeper into this effort.

Regards & Good Wishes,

-Nate