



October 1, 2014

To: Mike O'Dowd  
Allston I-90 Interchange Improvement Project  
Project Manager

From: Nathaniel Curtis  
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RE: **MassDOT Highway Division  
Allston I-90 Interchange Improvement Project  
2<sup>nd</sup> Public Information Meeting  
Meeting Notes of September 18, 2014**

## Overview

On September 18, 2014 members of the Allston I-90 Interchange Improvement Project team and MassDOT staff associated with the job held the second public information meeting at the Jackson Mann Community Center. The purpose of the meeting was to present to the community the progress achieved to date through the cooperation between the I-90 Allston Interchange Improvement Project taskforce, MassDOT, and its consultant team and to provide a broad audience with an opportunity to comment on and ask questions about the work to date. The taskforce reference above was convened by MassDOT in May of 2014, following an initial public information meeting for the Allston community in April, 2014. The taskforce is composed of community residents, local business owners, advocates, civic and neighborhood association members as well as elected officials. The meeting was attended by over 110 community residents and elected officials including Senator William Brownsberger, Representative Kevin Honan, Cambridge City Councilor Dennis Carlone, Mark Handley from Councilor Ciommo's Office, William Sutton from Representative Toomey's Office, and Sophia Wang from Councilor Wu's Office. The meeting represents one of many which will continue to take place to inform the community about the project as it moves from the conceptual phase into design.

The tone of the meeting summarized herein was largely positive with many members of the audience expressing their support of the project team's willingness to lead an open dialogue process and incorporate the community's primary goals and neighborhood principles. A detailed summary of the taskforce team and membership was outlined by the Ed Ionata along with the anticipated project schedule covering both the Massachusetts Environmental Policy Act (MEPA) and National Environmental Policy Act (NEPA). Following the summary of the taskforce's work, the audience was provided with an overview of interchange and local roadway operations for the potential interchange replacement configurations currently under investigation by the project team. These are all variants on an urban interchange type which the project team has generally named Option 3. At the time of this meeting, options still under active investigation included options 3F, 3G, 3H, and 3I. A further detailed summary of Option 3I was used to show the new connections to Cambridge Street, potential changes to Soldiers' Field Road, connections to West Station<sup>1</sup> for vehicles, pedestrians, and cyclists, approach street configurations, these being the roadways connecting Cambridge Street and I-90, the reconstruction of the Lincoln Street pedestrian bridge, bicycle facilities along Cambridge Street and the shared-use path from Lincoln Street to Soldiers Field Road. The change to Soldiers' Field

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<sup>1</sup> On September 30<sup>th</sup>, 2014 Governor Patrick formally announced that the construction of West Station would be integrated into the construction of the I-90 Allston Interchange and its associated changes to surrounding roadways, bicycle and pedestrian accommodations etc. Previously, only the planning and design of West Station had been part of the project due to funding constraints. As these minutes reflect the project's status on September 18<sup>th</sup>, references to West Station as being integrated for planning and design are now superseded.

Road outlined in this presentation would, to a greater or lesser degree depending on issues of constructability, shift the roadway underneath the I-90 viaduct. The resulting, newly-vacant area would be used to expand the Paul Dudley White bicycle path and its associated green space. It is worth noting that however much Soldiers' Field Road can ultimately be shifted will be decided in the project's forthcoming 25% design phase. Both the more and less extreme versions of this shift can be accomplished with any of the Option 3 interchange variants.

Generally speaking, the audience response to the concept's evolution since April was strongly positive. Many of the comments received addressed issues which will be further tackled in the upcoming 25% design phase. Among these included an interest in fully exploring the ability to shift Soldiers' Field Road, a strong desire to further develop noise mitigation measures for the highway and rail operations, and a request from continued refinements to the proposed new cycling infrastructure with special attention paid to the interactions between vehicles and bicycles on turns.

There is also a strong interest in place making and urban design. It is worth underscoring that the ability of MassDOT and its project team to impact what structures and types of spaces are created on the interchange parcel is limited due to the fact that the agency, while retaining a permanent transportation easement through the area, does not own the land and does not have regulatory authority over it. Nonetheless, MassDOT and its project team continue to be committed to ensuring that the design provides maximum development flexibility. During the 25% design phase, MassDOT will add an urban designer to its project team to address the place-making and landscaping effort for those areas over which it does exercise control.

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## Detailed Meeting Minutes<sup>2</sup>

### *Opening Remarks*

- C: Michael O'Dowd (MOD): Thank you all for coming out tonight for the Allston I-90 Interchange Improvement Project. My name is Michael O'Dowd, I am the project manager for this project and I am with MassDOT. Before we get started with the presentation I would like to acknowledge that we have Representative Kevin Honan, Senator William Brownsberger, Cambridge City Councilor Dennis Carlone, Mark Handley from Councilor Ciommo's Office, and a representative from Councilor Michelle Wu's office with us tonight. If any of the elected officials would like to come up and say a few words before we get started I invite you to do so at this time.
- C: Representative Kevin Honan (KH): Thank you Mike. I am Representative Kevin Honan and it is great to see such a large turnout and interest from the neighborhood. I want to thank the project team for addressing my request to put boards and other information regarding this project in the Honan-Allston Public Library. If anyone is interested you can go to the library reserve desk to access project information. As the project moves forward we will continue to update the material and bring new items to the library.

One of the issues that my colleagues and I have discussed is the fact that this is a tremendous opportunity along the Charles River to increase the amount of usable parkland. It is very difficult for the people of Allston and Brighton to access the River and I know it is a priority of the taskforce to increase accessibility to the River. I would like to ask you to do your very best to work with Department of Conservation and Recreation (DCR) to expand the recreation space along the Paul Dudley White Path. Another issue is regarding the mitigation process for the rail yard. I know there are a lot of residents along Wadsworth Street and Pratt Street who have been dealing with the trains in their backyards for 100 years. I would also ask that you work with the residents along those two streets to present to you

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<sup>2</sup> Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.

what they would like to see happen. We are excited to see that the Lincoln Street pedestrian bridge is part of this project and on behalf of my colleagues we are looking forward to working with you on this transformative project.

- C: Senator William Brownsberger (WB): Thank you Kevin. I'm looking forward to listen to the process and seeing where we've gotten to since last time we met. I'd like to thank MassDOT for running an open process and I'd also like to thank the Boston Redevelopment Authority (BRA) for bringing the planning perspective into the process as well. I'm thrilled about the energy and excitement that is going into this process. I rode my bicycle along Cambridge Street from the River to get here and every time I do that I think about how excited I am for a new Cambridge Street, so thank you.
- C: MOD: Thank you Representative and thank you Senator. I would also like to welcome Bill Deignan who is here representing the City of Cambridge. Thank you again for coming out, I appreciate you all being here and I appreciate the task force helping us get the word out about tonight's public information meeting. I'll now introduce the project team; to my far right is Ed Ionata with TetraTech, to his left is Chris Calnan also with TetraTech, to his left is Michael Hall also with TetraTech, to my right is Nick Gross with Howard/Stein-Hudson, to my left is Nate Curtis also with Howard/Stein-Hudson, to his left is Mark Gravallesse from MassDOT, and to my far left is Joe Sakelos who will provide us with a verbatim transcript of tonight's meeting. I hope that you have all signed in; it is one of the critical items we need in order to successfully get the word out about future meetings.

April 10<sup>th</sup> was the last time many of you had an opportunity to see this. Since that time MassDOT has assigned and convened a task force team and we have been working with them this May of this year. We have had 7 meetings since that time and one of our hopes with the task force is that they will get out and communicate what has been happening in the task force meetings with the community and neighborhood. Tonight gives us the opportunity to bring you up to speed of the progress the task force has made. One of the most important things we heard early on is that we need to integrate the neighborhood with the interchange. We acknowledge the fact that this interchange needs to be here but we also acknowledge that the interchange is within a community. Once the presentation is finished we will take all of your questions and provide you with the answers. If there are any questions we do not have an answer for tonight, I will provide you with an answer in the near future. Our contact information is on the project website and many of your neighbors who are on the task force have my direct contact information as well.

The need of this project is really driven by the aging I-90 viaduct that goes back to the 1950's. The viaduct is deteriorating quickly and it costs MassDOT a fair amount of money to maintain the structure. We cannot continue to make small maintenance updates to it without looking at the opportunity to replace it in total. Another need for the project is the fact that All Electronic Tolling (AET) is coming on board to Massachusetts by the late summer of 2016. The existing toll plazas at the Allston interchange will be removed and the gantry systems will be set up similar to what we have now on the Tobin Bridge. Traffic congestion is another need that we are addressing with this project. There is significant congestion and we see it often at the toll plazas. As part of the AET system and as part of the replacement of the viaduct we want to address the issue of traffic congestion. Another need for the project is to address the constrained access for alternative transportation modes. This is a multimodal transportation project and MassDOT is not just about motor vehicle users anymore. MassDOT has been working to provide an equal balance across the board for cyclists, pedestrians, transit users, and vehicular users; this project will be no different. As part of the consolidation of the rail yard and highway ramps, MassDOT is providing the land owner with the opportunity for land use development. Our role at MassDOT is to provide an interchange that will encourage and allow for the most flexibility for that land use development in the future.

The purpose of the project is to replace the existing viaduct and reduce some of our overall annual cost associated with the maintenance of the viaduct. It has been an effort by MassDOT to improve safety along the mainline and on the abutting roadways. That safety focus is the same in any project we

undertake. We are also looking to improve safety within the project area at affected intersections and you will see a number of intersections that will be improved upon as part of this project. With all of the different variables happening with this project we had a conversation with the City to coordinate their work planned along Cambridge Street and incorporate it into this project to implement the improvements sooner. As part of this project we will also be looking to improve the local and regional air quality by reducing congestion. More on that will be filed in the environmental documentation. Many of you at the initial public information meeting on April 10<sup>th</sup> expressed the desire for MassDOT to increase and provide commuter rail service not only at this particular location but further west as well. Since we last saw you MassDOT has committed to a parallel effort to advance the design of the interchange with the design of West Station. We are advancing both of the designs in parallel to ensure there is continuity between the two. I will note that West Station is not currently funded but Secretary Davey is working to obtain the funding and make the funding available so that construction and not just the design can move at the same time.

About a month ago, members of the project team and I had the opportunity to meet with some local residents to take a bicycle tour of the neighborhood. My experience on the bicycle tour made me realize that for a cyclist, this area is neither welcoming nor safe. There are certainly many improvements we can make along Cambridge Street but also many improvements we can make throughout the neighborhood. As Representative Honan mentioned on, we want to tighten the safe, convenient connection for all residents in Allston to the Paul Due between the residents that live in the Lincoln Street area and to the Paul Dudley White Path. MassDOT has committed to building a shared-use path from the Lincoln Street area to the Paul Dudley White Path however the exact location is yet to be determined. The slide behind me shows the shared priorities between MassDOT and the task force team. I'm not going to read through all the shared priorities but I will say that very early on in the process I had the opportunity to meet with many of you to discuss project goals, improving multimodal transportation, supporting a future South Station expansion, and building a commuter rail West Station. We had the opportunity to hear through the 50 members of the task force what each of their personal project goals are and we have been working to incorporate those ideas into the scope of the project.

The graphic behind me represents what I will call the construction impact project area but by no means does this define what the actual area is in terms of the assessments we will be looking at including traffic studies and evaluations. TetraTech has been obtaining and analyzing a lot of traffic information but we also have Central Transportation Planning Staff (CTPS) who is an independent body who works for the MPO's office and serves to assist MassDOT in developing traffic demand models and defining what the impacts will be. CTPS gave a very good presentation at the last taskforce meeting explaining their role on this project and how their traffic analysis can help influence some of the key decision making points throughout the project. As I mentioned before West Station is now included as part of this project and the graphic behind me shows the general location of the proposed platforms for West Station. When we first considered the location of the platform we planned to have it further west. Through the help of the taskforce we moved the location of the platform further east to avoid placing the station closer to residential homes and in an effort to reduce the impacts of noise on the neighborhood. By moving the location of West Station further east we were also able to provide safer and multiple pedestrian and bicycle access points as well as pedestrian and bicycle connections over the Beacon Park Rail Yard. At this point I'm going to ask Ed Ionata to take over and give you an overview of the taskforce.

### *Taskforce Overview*

- C: Ed Ionata (EI): Thank you Mike and good evening. I'm Ed Ionata with TetraTech. I have been working to facilitate the taskforce and I want to quickly go through 3 elements that describe what has been going on with the taskforce. When we last met in April we were working on forming the taskforce team. Out in the lobby and now behind me is a listing of the taskforce membership and I wanted to point out that we have a very large taskforce that covers community members, residents, city agencies, state agencies, land owners, and it really is a broad membership. I would like to thank the taskforce for coming to all of the meetings and providing us with influence which has been great in the early stages of this project.

Also in the lobby is the project flow chart and I'm going to focus in on a few points to show you where we've been and where we're going. Right now we are roughly at taskforce meeting number 7. Once the taskforce was convened we worked to define the scope of the project, define constraints, develop selection criteria, dismiss some of the early out of the box concepts, and move towards an urban interchange concept. Some of the out of the box ideas included depressing I-90, elevating I-90, a complete relocation of Soldiers Field Road, and a suburban interchange. The suburban interchange concept works well for traffic but takes up a lot of space and does not give the connectivity to the neighborhood that we heard from you at the initial public information meeting and also as a priority by many taskforce members. The taskforce had a major influence relating to all the community and multimodal aspects of the project and moving the developed alternatives in that direction. As this point in the taskforce process we are looking at a series of urban interchange alternatives and Mike Hall will cover these in more detail shortly. We are looking to select a preferred alternative and file a Massachusetts Environmental Policy Act (MEPA) environmental notification form sometime in the October to November time frame which will allow us to start the formal environmental review process.

I want everyone to understand that we are working at a very preliminary design level. There are lots of design details that will be developed during the environmental process. Joe Freedman will go through the environmental process in detail and there will be continued public participation throughout that process. We made a list of taskforce influences that have helped drive the design alternatives and helped moved the detail of the alternatives forward. There has been an overall emphasis on community cohesion which pushed us toward the urban interchange concept which mimics a city street network feel. Another major influence from the taskforce has been the integration and location of West Station. When we started the project we said that we wouldn't do anything to preclude a West Station. Through the taskforce and many others, West Station was integrated and is now planned to be a part of this project. Another major influence through the taskforce was the incorporation of a shared-use path from North Allston to the Charles River. We heard loud and clear from the April public information meeting as well as from the taskforce that you want a safe pedestrian and bicycle connection from North Allston to the River and you will see some alternatives tonight that show that. All of this land is owned by Harvard University and the underlining property will be slated for future development. We wanted to remain flexible with the street network so we do not constrain future development and to allow that development to occur. We have been working to define the scale of Cambridge Street including on-street parking, sidewalks, cycle tracks, and creating an urban landscape. Cambridge Street is a key connection and we have already heard tonight that it doesn't work that well. It's important that we pay attention to the scale of Cambridge Street and not to make it too big so it maintains an urban feel but also not to make it too small so that it can't handle the traffic.

Outside of the taskforce and during the process over the last few months we also had some additional project meetings with the City of Boston, Boston Transportation Department (BTD), and the Boston Redevelopment Authority (BRA) to hear their feedback as we continue to work through and develop the alternatives. We have also met with DCR to hear their feedback regarding Soldiers Field Road and the parkland issues surrounding the project. I mentioned the MEPA process earlier, they will regulating the environmental process and have provided us with some great tools to help us better document the entire process. We are also working with CTPS, the City of Cambridge, Harvard University, Boston University, LivableStreets Alliance, Charles River Conservancy, the Esplanade Association, and as Mike mentioned a site walk and a bicycle tour. At this point I'm going to hand it off to Mike Hall who will run you through the alternative development process and show you one of the alternatives we have developed to a greater detail so we can show you all the traffic, pedestrian, and bicycle moves.

### *Concept Development*

- C: Mike Hall (MH): Good evening, I'm Mike Hall with TetraTech. I'm going to spend a few minutes to give you an overview of how the concept development process has gone since we last met. As both Mike and Ed have mentioned, we have taken a look at some of the big picture ideas in order to see if they were feasible. The first two we looked at were depressing I-90 and elevating the rail above it and also

elevating I-90 and placing the rail underneath it. For both of these concepts there were cost, constructability, traffic, and rail impacts that made it very difficult to successfully achieve them. We've looked at reducing the interstate highway standards in terms of lane widths however the Federal Highway Administration (FHWA) is involved and there are certain standards to which we must adhere.

As Mike and Ed alluded to we showed you 2 suburban type interchange concepts earlier on back in April. In the context of our discussions with the taskforce it became clear that the suburban type interchange concepts were not compatible with what the neighborhood would like to see achieved. Issues with the suburban interchange included impacts to the potential land use development between the Massachusetts Turnpike and Cambridge Street. The suburban interchange concepts made it very difficult to get the pedestrian and bicycle connections from Cambridge Street to the new West Station.

These elements concluded with us looking at the urban interchange concept which was group 3. All of the concepts in group 3 are variations of each other which were developed through an evolutionary process and we tested the ramp alignments, number of lanes, signalization, and overpasses to see what could work and discard things that didn't work. The three most recent alternatives we presented to the taskforce at the last meeting were options 3G, 3H, and 3I. You can tell from where we started at with 3A that we have looked at a number of alternatives and narrowed them down to a handful that we think have the best chances of advancing forward. What I would like to do tonight is walk you through some of the aspects of Option 3I as a representative of the urban interchange concept. At this moment we have found that Option 3I is one of the more promising variations of Option 3. On Option 3I, instead of having large sweeping ramps, the ramps are going to be placed close to and alongside the highway itself. We are planning on splitting the ramps so that traffic coming off I-90 can either make the first right turn or it can proceed further and make the second right turn. We are going to be providing connector roads from Cambridge Street to the ramps and drivers will be slowed down before they get to Cambridge Street heading off I-90. Shown in orange are the potential connections to Cambridge Street and in Option 3I we have 5 potential connections. Option 3G and 3H differ from 3I because they only had 3 connections to Cambridge Street. The idea of dispersing traffic and having smaller intersections is a philosophy we have moving forward and as we continue to develop further alternatives.

Another component to this alternative is a new connection from the eastbound ramps and connector road directly to Soldiers Field Road south of the Double Tree Hotel. The purpose of this connection is to remove vehicles from the intersection of Cambridge Street and Soldiers Field Road. One of the major problems we see out there today is a concentration of volumes at that intersection. The connector road is an element that will be incorporated into any alternative that we look at. In this option we also have grade separation between the eastbound and westbound ramps and it continues over the Beacon Rail Yard to the new West Station so passengers can be discharged from buses or taxis. All of the alternatives will include the reconstruction of the existing pedestrian bridge between Lincoln Street and Franklin Street. Also common to any alternative we develop will be a shared-use path for pedestrians and cyclists. In this slide we are showing the shared-use path alignment close to the highway with a new bridge for pedestrians and bicycles over Soldiers Field Road connecting to the Paul Dudley White Path. In order to make the shared-use path a continuous flow without stops there will be underpasses under the new I-90 on and off-ramps. Any alternative we advance will also have a cycle track on both sides of Cambridge Street.

One of the priorities we've heard from the taskforce is that they would like to see Cambridge Street reduced in scale and turned into a neighborhood street. Right now the cross-section is fairly wide and we understand that it is inhospitable for pedestrians and cyclists. The challenge as Ed mentioned earlier is reaching a balance of size and function along Cambridge Street. We are still developing the lane widths and cross-section but something we are confident in establishing and can show you is the pedestrian and bicycle realm on either side of Cambridge Street. We are envisioning an 8 foot sidewalk, a 6-foot street furniture and planting buffer, a 5 foot cycle track, a 3 foot buffer from the road, and an on-street parking lane.

The plan for the future of Cambridge Street will include removing the overpass that Senator Brownsberger mentioned earlier as being difficult to cross on his bicycle. If we remove the grade separation and bring people up to an intersection there are a lot of cars we have to process through traffic signals. We found that in order to successfully design Cambridge Street to process the traffic demand we would end up with a very large cross-section at this section of Cambridge Street. One of the solutions we looked at as part of Option 3I was to create a new parallel road north of Cambridge Street that went from the Soldiers Field Road frontage road and connected to Cambridge Street further west. We found that by building a parallel road to Cambridge Street we could at a minimum remove 1 lane off of Cambridge Street and remove upwards of 1,500 cars from the intersection of Cambridge Street and Soldiers Field Road. We also looked at building a new parallel road south of Cambridge Street. A new parallel road south of Cambridge Street helps to reduce the width of Cambridge Street similar to the parallel road north of Cambridge Street but it also enables us to bring the proposed shared-use path away from the highway and run it along side of the alignment of the new road. We have some preliminary analysis of Option 3I in the AM peak hour and what we are showing in the circles are the different Levels of Service (LOS) represented by letters. The LOS is rated A through F just like a report card. What's different from a report card is D is typically considered acceptable in an urban area during the peak hours and we have highlighted that in green, E is represented as yellow and F is represented as red. That was the AM peak hour for Option 3I and this is the PM peak hour. With this option and because we are able to disperse traffic with the parallel roadway north of Cambridge Street and by having 5 connection points to Cambridge Street from I-90 we are predicting that we will have everything in the green for the LOS. With that I'm going to turn it over to Chris Calnan from TetraTech to talk a bit about Soldiers Field Road.

### *Soldiers Field Road*

C: Chris Calnan (CC): Good evening everyone I'm Chris Calnan also with TetraTech. I want to take a few minutes to step you through some of the ideas about possibility relocating Soldiers Field Road. As folks have alluded to there is a lot of interest in this and MassDOT is committed to continuing to advance ideas about relocating Soldiers Field Road. The driver behind this is to expand the usable parkland that is adjacent to the Charles River. The primary goal of this is to see what space we can achieve in order to be able to add more uses, add width to the Paul Dudley White Path, and make the experience along the path more pleasurable. As Mike mentioned we are looking at a new shared-use path with a connection to the Paul Dudley White Path. The connection will be a bridge that goes over the Houghton rail line and over Soldiers Field Road. Another reason for widening the parkland is so we can provide enough space to touch down on the Charles River side with the new bridge. This will be challenging and we do have some major constraints including the Grand Junction rail line, an existing MWRA sewer line, and an entire environmental review regarding any potential historic and parkland impacts associated with trying to relocate Soldiers Field Road. We have been coordinating with DCR and working through some of the ideas and details we have. One of the interesting points that came out of our conversations with DCR is the fact that when Soldiers Field Road was expanded from 2 lanes to 4 lanes they actually took parkland. This project has the opportunity to gain that parkland back and revitalize the area along the Charles River.

I'll now step you through some of the aspects we are looking at. This is a plan view of the area and shown in red is where we are looking to place the proposed viaduct. Shown in yellow is where we are looking to relocate Soldiers Field Road and the idea is to shift the Soldiers Field Road alignment closer to the viaduct to create more usable parkland and allow for the touch-down of the new pedestrian and bicycle bridge. On the existing viaduct we have 4 lanes in each direction and we have a lot of rail activity below the viaduct. As we continue to look at other alternatives while working with MassDOT and DCR a few different options jump out at us. The first option is to shift Soldiers Field Road eastbound and place it underneath the proposed viaduct. In doing so we would have to construct piers and columns in the median of Soldiers Field Road but it does create approximately 32 feet of additional parkland at this particular cross-section. With this option we have some sight constraints and alignment issues with the piers in the middle of the median. The second alternative is to cantilever a portion of the proposed

viaduct over the eastbound barrel of Soldiers Field Road. This option does shift Soldiers Field Road under the viaduct and creates about 26 feet of additional parkland. Under both of these alternatives we are creating roughly an acre and a quarter of new usable parkland. Another note that I should mention is that both of these alternatives work with any of the options that come out of the Interchange concepts. We have a lot of work to do but we have some very promising results that we will be bringing through the process and looking to advance as we go forward. I'll now turn it over to Joe Freedman.

#### *MEPA/NEPA*

C: Joe Freeman (JF): Thank you Chris. My name is Joe Freeman and I am also with TetraTech. I want to take a few minutes to explain the timeline and where we are going from here but also to explain out next major piece of the project which is completing the environmental impact assessment process under both NEPA and MEPA. Our first piece of the environmental process will be the filing of the Environmental Notification Form (ENF) under the MEPA process. The ENF is essentially a summary of the project and the potential impacts. It's not a detailed analysis of the project impacts but more or else gives the reviewers and the Secretary of Energy and Environmental Affairs an idea of what the likely impacts of the project are. The end result of the ENF process will result in a public meeting to solicit comments on the document. At the end of that review process the Secretary will issue a certificate on the ENF that will serve as the scope of the draft for the Environmental Impact Report (EIR); this is all part of the MEPA process.

Also part of the environmental process is the NEPA process. We will be preparing an Environmental Assessment (EA) for the project which is a little less bulky than the EIR. We will be combining both the EA and the EIR to provide a single EA and EIR. This will be filed sometime in 2015 and I want to note again that this will be a public process and available for review. Any comments that are submitted on these documents will be responded to in the next document. We will also be providing hard copies in the Honan-Allston Library and electronic copies will be available online. In terms of next steps, we are coming to the conclusion of the task force process and we are reviewing the final alternatives that remain. We are looking to file the MEPA ENF in the October to November time frame and after that we will proceed with our design to advance both the MEPA and NEPA process. Once this is all complete we will move onto construction. It's not that simple, construction is a challenge, but that is how the future schedule will generally work. Thank you.

C: MOD: When I started tonight's meeting I wanted to be sure to thank you all for coming out but I forgot to thank Nate for placing tonight's meeting advertisement in the local papers. Tonight's meeting was advertised in the Boston Globe, the Boston Herald, the Allston/Brighton TAB, the Brookline TAB, the Cambridge Chronicle, and the El Planeta for our Hispanic speaking population. We tried to get as much public outreach as we possibility could. Another housekeeping item I wanted to mention is funding. Right now the highway interchange that has been laid out to you by the project team tonight has a preliminary budget of 260 million dollars. The bulk of that money is coming from the tolls and the revenue from the highway tolls on the turnpike. It's important for us to ensure that we are making this a safer and more multimodal interchange for you and the community but it's also important to invest those dollars into the highway considering that we are using their revenue. As I mentioned earlier we will be expanding the commuter rail service and there will continue to be a rail element of this project advanced. The maintenance of the Beacon Rail Yard is critical to the overall services and the MBTA services. We are not anywhere near a final design and we are a long way from advertising this project for construction. I would say what we are showing here tonight is less than a 10 percent design. My head consultant, Chris Calnan, would say it's even less than that. You will be seeing a lot more of us as we file the ENF and after we file the ENF and we expect to be meeting with you on a quarterly basis to give you design updates and design reviews. There is no need to be concerned that you won't see us again, we will be sure to update you throughout the entire future process. With that, I'm going to turn it over to Nate who will facilitate all of your questions.

#### *Question and Answer Session*

- C: Nathaniel Cabral-Curtis (NCC): Good evening everybody, it is very nice to see you all again. I had a wonderful time up here in April and I hope we can have just as much fun this evening. Mike talked a bit about the ongoing public process and many of you have written in to me. The project website is up with all the material that has been generated up to this point and we will continue to have quarterly public information meetings as we move into design. Additionally we are always willing to go out into the community and speak with defined groups throughout the design phase. If any of you are looking for the project website you can google *Allston Interchange* and we are the first thing that comes up.<sup>3</sup> I'm going to leave the question and answer slide up so that you have access to the contact information and want to write it down as we continue the conversation. The way I am going to run this is I will first have community members up to speak and then any taskforce members who have comments will follow. I will start off with Martha Smith, Richard Parr, Herb Nolan and Linda Ly.
- Q: Martha Smith (MS): I have a couple of questions and comments on the proposed West Station. I think it's wonderful that you are looking to put a commuter rail station there and for those of us who live within walking distance it will be even better. My question is will there also be parking facilities there?
- A: NCC: At this point in the process we are not looking to create a parking facility, we are looking at this as an opportunity to build a neighborhood commuter rail stop to serve the Allston community.
- Q: MS: What about handicap parking for people who can't walk or bicycle there?
- A: MOD: That brings up a great point and as Nate mentioned we are not planning to build a major parking area but we are planning to build a pick-up and drop-off area and we will incorporate handicap parking as part of that.
- Q: MS: In terms of AET, you said that everyone who have to have a transponder. What about people who only use the Turnpike every 5 years?
- A: MOD: Even though I'm a MassDOT employee and on the Turnpike often I still use the cash lane. I didn't get a transponder but recently crossed over the Tobin Bridge. I received a friendly reminder in the mail the following month reminding me that I don't have a transponder along with an equally friendly fee. The gantry system will be able to identify license plates and therefore will be able to identify you and your mailing address based on your vehicular registration. Mutual assistance agreements with other states allow us to reach out to their registries of motor vehicles as well to collect revenue from out-of-state vehicles.
- C: MS: Thank you.
- Q: Linda Ly (LL): I was wondering if any of you were at the BSA charrette presentation and what your thoughts were on the 2 scenarios that were presented because they addressed some of the priorities you mentioned in your presentation.
- A: NCC: I personally was not at the charrette. It is my understanding that the charrette was focused on land use and what might be built in the future. As you saw in the presentation we have had a number of coordination meetings with the BRA. We also have a strong taskforce member Tad Read who is a BRA staff member and attends the taskforce sessions religiously.
- A: MOD: One of the members of our legal counsel team was present at the charrette, I haven't had the opportunity to meet with her yet but I will be speaking with her tomorrow. I am looking forward to seeing what the results were from the charrette.

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<sup>3</sup> The web address is [www.mass.gov/massdot/190Allston](http://www.mass.gov/massdot/190Allston).

- C: Richard Parr (RP): Thank you for holding tonight's presentation and thank you for convening the taskforce team. I'm glad to hear that you are interested in seeing the results of the BSA charrette and I have 2 points. I know you have talked about West Station as a commuter rail station but I think it is important to design it with Diesel Multiple Units (DMU's) in mind. For people who are not familiar with DMU's they are trolley-like train cars that can run on a commuter rail track. My second point also relates to West Station and it is great to see that you have pedestrian and bicycle connections from the south side of Allston but it would be even better to think about the vehicular north to south connection as well. I think this would take a lot of the pressure off the cars that come off of Commonwealth Avenue get onto Linden Street and then get onto Cambridge Street. It is something to think about, thank you.
- A: NCC: I believe it is noted in some of our earlier presentations that DMU service is being thought about as part of this project. During the bicycle tour Mike walked through the proposed locations of where the DMU cars might be stored and how they will run. One of the things that we have been cognizant of is the fact that during construction we cannot cut off access to Houghton Chemical or access across the River because of the anticipated DMU service along Grand Junction line.
- C: Herb Nolan (HN): I'm Herb Nolan and I'd like to thank you for coming out tonight. I'm thrilled with the progress that has been made and the commitment from MassDOT to expand parkland along the River. The park land along the Charles River is not only park land but it is also a major east to west transportation corridor for cyclist and pedestrians. The cross-section width will be sorted out but I think the bigger issue is the land to the north. If you're going to move part of Soldiers Field Road I would like to encourage you to continue north and move more of Soldiers Field Road. I also think it's worth pointing out that the work you are doing is adding extraordinary value to Harvard by consolidating the interchange. I have one specific design comment based on your excellent work and it came out of a BSA sponsored study. The shared-use path which some people refer to as the People's Pike appears to be moved away from the Turnpike but I think you're pushing it too far away. The ramp further to the east is 35 feet in the air and therefore you have to chase that grade all the way down to the wall that is bisecting the site. If there was a way to bring that access point a block over I think it would allow you to reduce the size of the wall and push everything away. I think it is a very important detail and if you can avoid 35 foot walls in the middle of the site I think you will allow for a much more developable site. This was the take home message that I heard from the BSA charrette.
- A: NCC: We certainly have enough time and design space in front of us to look at those options. In terms of chasing Soldiers Field Road, that would be an issue regarding project scope which I would give to Mike.
- A: MOD: We will take your comment as a suggestion. It would certainly add cost and scope to the project.
- C: HN: As I said earlier, this is a conversation that needs to happen with Harvard University because they are already gaining extraordinary value from this project at our expense. I'm all for helping them out but they can help us out too.
- C: Tim Love (TL): Hello I'm Tim Love, president elected of the BSA, organizer of the BSA charrette, director of organized programs at Northeastern University's School of Architecture, and principle at Utile. I have two comments; the first is that the charrette teams and I would be happy to give the presentation of the charrette results to the consultant team and to MassDOT. As you'll see we took the interchange as a given and threw out some of the in the sky ideas. We were actually criticized at the charrette for being too polite and I wanted to say that there is nothing earth shattering about the proposal. My second comment is that in order for this process to be truly informative you need to develop a 3D model of the proposed alternatives. In preparation for the charrette the BSA funded the construction of a fairly accurate Rhino model of scheme 3F that developed from the taskforce team 2 weeks ago. We would be happy to give that model to the consultant team but I will mention that it's not engineering accurate. At the 10 percent design level I think it would be useful to help show the relative levels and perspectives of the ramps. We learned that the ramp furthest to the east has impacts all the way back to Cambridge

Street because of the needed clearance over the mainline. There is extreme value of moving that ramp further west and I think there are other benefits for pedestrians as well. We are happy to get the Rhino model to you and to set up a meeting.

- C: MOD: Thank you Tim, I'll ask that you please leave your contact information.
- C: NCC: We have had in our pipeline for a while that a 3D model is something that we need to generate.
- C: Ari Ofsevit (AO): Hello my name is Ari Ofsevit. I want to start by saying that I think a lot of progress has been made and that credit is deserved for the taskforce and the team. The shared-use path looks great and I'm happy that it is part of the project. I think you need to balance 3 things with the path. The first is the idea of building the shortest round about path that will be useful for the community. Cycling and walking are good modes of transportation but if you make the path twice the length that it should be people aren't going to use it. The second point is to focus on the open space along the River. Anything that you can do to move Soldiers Field Road away from the River is great. The section of pathway along Soldiers Field Road near the Cambridge Street and River Street Bridge is extremely dangerous and no more than 5 feet wide. My last comment addresses the Grand Junction line. It looked like you only left room for 1 track along the Grand Junction and I think we need to make sure there will be room for 2 tracks from Cambridge to West Station. Plan for transit, plan for housing, plan for open space, plan for economic development, keep everything as low as possible, and plan for a transit connection from BU to Harvard Square.
- A: NCC: Everything you mentioned sounds good and I want to thank you for your strong comments. The one piece that I would like to underscore so you don't leave thinking the wrong thing is that bicycle and pedestrian access to West Station will be provided on both sides of the Station. The connection is there and I wanted to clear that up because it sounded like you did not think it was.
- C: Robert Tremouille (RT): My name is Robert Tremouille. I have major environmental victories in Cambridge using zoning and other tools, I have major public transit experience and I major experience with the Charles River. Last I heard the viaduct was not being constructed any closer to Boston University, thank you for that. By doing that you are continuing the possibility of a Green Line spur between Commonwealth Avenue and Harvard Station. At the last taskforce meeting I attended I heard that there would not be any impacts to Cambridge. If you're going to persist with the idea of no access over the Grand Junction I think that is excellent. You've done a great job in Cambridge by standing up to a lot of pressures that have been placed on you, thank you.
- C: Scott Matalon (SM): Hi I'm Scott Matalon. I'm the president of the Allston Village Main Streets and former president of the Allston Village Board of Trade. It is wonderful that we can have an open two-way cooperative conversation that is building integrity and trust. In terms of building new streets such as Cambridge Street, I wanted to say that I consider Brighton Avenue to be what Allston looks like. The trees, the landscaping, the lighting, and the overall roadway layout make you feel like you are driving through the Allston neighborhood. I encourage you to continue this character along Cambridge Street and the proposed connecting roads so that it doesn't look like New Jersey. We only have 1 public parking lot in Allston and I think the idea of building a parking garage would help generate revenue and provide parking for people looking to shop in Allston. I heard the mention of shifting West Station and the relation to Packard's Corner; I think some of us would like to hear more about that. There are a lot of neighborhood groups here tonight who work all year improving the neighborhood and I would like to suggest that a tiny bit of the toll revenue be given to or placed in a fund for these neighborhood groups.
- C: NCC: Thank you. In terms of how the toll money gets used that isn't something that would relate to this project. Anything you give us in terms or written or verbal communication is never lost. In terms of shifting West Station, the idea was to push it away from the residences. You also mentioned Packard's Corner and one of the reasons we are not pursuing a north to south vehicular connection over the Rail Yard is because we are not trying to push more traffic into Packard's Corner. My last point is that we are

working to make Cambridge Street feel more like a neighborhood street by including cycle tracks, trees, and street furniture.

Q: Jimmy Chow (JC): My name is Jimmy Chow and my question refers to the LOS slide you showed earlier. Have you thought about future developments? Have you thought about congestion once new development happens in the empty parcels?

A: NCC: We are modeling the traffic into the future of 2035 which assumes land use development on those parcels. We are factoring in a modest amount of transportation growth in the area and we are working to keep the neighborhood streets the way they are without allowing cut through traffic. As Mike Hall mentioned earlier, it is important for us to balance the function of the streets with the size. To generally answer your question we are thinking about traffic in the future and we do have the CTPS model which gives us a regional perspective.

Q: JC: What about the perpendicular streets and the fact that people will be coming off the Turnpike at mph?

A: MH: We've looked at a lot of alternatives and we are considering your point. It is a modest analysis in terms of development on the cross streets and we've shown that in the alternatives. We also have an analysis for all the intersections in the project area. Nate mentioned it earlier but at this point we are just showing the preliminary results of the model. The most important thing to take away from this is that with Option 3I we get a good LOS and are generally managing the queues.

C: Bruce Felton (BF): My name is Bruce Felton. I only have one question and it's been on my mind long before this project was announced. I use to sit on a bench on the corner of Harvard Street and Cambridge Street for many hours getting sun. It has become such a mess down there will all the trucks and buses. The block between Union Square and the intersection at Regina Pizzeria is also a mess. I've heard you say tonight that you want to put more people on Cambridge Street but I think there are already too many people on Cambridge Street. With the New Balance building and the future Boston Ice Skating rink there is going to be even more traffic coming through our neighborhood. I suggest putting a direct link from the Turnpike to these new developments because there are going to be thousands and thousands of cars attracted to these new developments. Thank you.

A: NCC: The New Balance development is in the data that the CTPS model and our consulting team's own model. In terms of the trucks and buses we've done counts in the neighborhoods and at specific intersections. That lets us know what the percentage of trucks and buses, which call heavy vehicles, is in our traffic pattern. We are anticipating that the intersections we've shown tonight will work well and are considering the new developments including the New Balance center and the Ice Rink. I would be interested in your idea of an access road so please see me after the meeting and make sure you have my contact information.

C: John Allen (JA): My name is John Allen, I'm a resident of Waltham and I'm on the board of directors for the Waltham Bicycle Committee. I very much like almost everything I've seen tonight and I think there's been terrific progress that has been made since the April 10<sup>th</sup> presentation. The one thing that I have an issue with is the cycle tracks along Cambridge Street. Cycle tracks are basically putting cyclist in sidewalk space. If you look at the cross section you showed you have cyclist on the right side of buses. A Copenhagen study found that there is 17 times the crash rate and 19 times the injury rate of placing cyclist on the right side of the buses. I also think that there is going to be a lot of conflict with cyclist at the intersections along Cambridge Street that will provide access to the Turnpike. I think you've already solved the problem by building the shared-use path and I think the rest of the problem could be solved by making connections onto neighborhood streets north of Cambridge Street. Most of the recent fatalities in Boston have resulted from right turning trucks into bicycle lanes so I encourage you to give this a lot of thought before assuming it is the best decision. Thank you.

C: Ann Lusk (AL): Ann Lusk, Harvard School of Public Health, PhD in architecture and a master's degree in historic preservation. I would like to start with a bit of history. Pittsburg regrettably eliminated all of their historic steel mills plants downtown and is no longer a tourist destination to go to Pittsburg to see the historic steel mills. There is a city in northwestern Germany that showcases their steel mills and has a lot of tourist going there. The Highline in New York City is an elevated railroad track that people go to walk on and is also a major tourist attraction. If you study the history between Brookline and Brighton you will find that the history of Brighton is fascinating. Brookline didn't want slaughter yards so Brighton ended up with them and Brookline also didn't want the rail yards so Brighton ended up with those too. Imagine setting aside some of the Beacon Park Rail Yard as a tourist destination and a place to showcase the history of Brighton. It would be a very unique story for Boston and one that no one else in the Boston area could tell.

In terms of bicycle facilities I do not like the shared-use path; it's a bad idea. The reason it's a bad idea is because you are mixing too many users. Shared-use paths are now the most dangerous place to cycle, walk or jog in the United States. When you mix all the different types of users together on a shared-use path you have a high number of conflicts. The easy solution is to do the same thing that has been done on the southwest corridor and that is to create a shared-use path and a cycle track and next to that you can put all the other users. In terms of the cycle track, last summer we studied the preferred location for streets on a cycle track. You have a 6 foot wide tree pit in the sidewalk and you have a 5 foot wide cycle track. You're giving more room to the trees than the cyclist. Instead of putting the tree in the sidewalk I suggest you put the trees between the parked cars and the cycle track. I think it is also important to think about bicycle parking and also to plan on the expanding number of cyclist we have now. I think there is also an opportunity to create a cycle track system under a road or a highway. I loved your idea of the cantilever off the Highway; I wish it could go even further to cover the Paul Dudley White Path because it a rain or snow storm people on the path would be happy to have shelter.

A: NCC: You've given us a lot to think about for the design stage.

C: Bill Deignan (BD): I'm Bill Deignan from the City of Cambridge Community Development Department. I want to thank you for setting up this meeting and bringing the presentation to the public. We look forward to coming up with a conceptual design that we can advance. Many people have said that it's great that you are building bicycle and pedestrian facilities and others commented on the importance of connection to the Grand Junction path. We in Cambridge would like to see how those connections would actually happen. In terms of the traffic analysis we would like to see an intersection analysis happen on our side of the River that would include all 4 intersections. We also feel like it is very important to keep the Turnpike cross section as narrow as possible and we agree that moving it away from the River and creating new parkland is the best option. Please also keep in mind as we move forward into design the impacts of Turnpike noise and construction noise. That's it.

A: MOD: Thank you Bill.

C: Rochelle Dunne (RD): I'm Rochelle Dunne and I am a resident of Allston. I've been asked by my neighbors to come and speak on behalf of the Pratt Street or as we like to call it the gap; we are between Linden and BU. We are concerned about the rail yard and West Station. Once the construction of this project starts we hope you will be considering the issues of noise, pollution, light, and potentially placing a sound barrier wall up. When Harvard put up the fence they also took down a lot of trees so we are hoping for more trees as well. Our major concern is pollution from the Rail Yard.

A: NCC: Mike has talked about the idea of shifting the rail lines and as you saw tonight West Station has been shifted east towards Boston. In term of the noise issue the environmental documentation will look at noise and as we get further into design there will be discussions about the types of noise barriers and buffers. Matt Ciborowski can talk more about the train piece.

- C: Matt Ciborowski (MC): Hello I'm Matt Ciborowski and as the taskforce folks know me, I'm the train guy. To give some context as to why we are talking a lot about the rail things, there is a project parallel to this called the South Station Expansion Project which is looking at the rail yards. As Nate mentioned there is an extensive environmental process that we will have to follow and we have actually already placed a noise meter in the backyard of one of your neighbors. The South Station environmental document is coming out in the first week of November which talks about all the issues and mitigation options. Similarity, this project will look at the impacts of the rail, the interchange, the viaduct, and evaluate them together.
- C: RD: I appreciate that because in our neighborhood everyone comes and goes and since 1940 my family has been living there.
- A: MC: We understand your concern and the point is well taken. We know about the issue of the abutting neighborhood to the Rail Yard and hopefully soon you will see steps for the mitigation process beginning.
- C: Ken Kruckemeyer (KK): I'm Ken Kruckemeyer and I live in the South End about 3 blocks from the Back Bay Station. I've lived there for 50 years and the Station has a lot more use now than it did 50 years ago. The reason I bring this up is because it seems that West Station is the most important piece of this entire project. How many of you have designed a transit station before? Right now you have a single loop ramp that gets to West Station and some bicycle and pedestrian connections. If you cover up the trains and the Turnpike the noise will be eliminated and it will be more tolerable for everyone. The major piece missing here is the most important piece and that's the consideration of people. I agree with what has been previously said and that is that you need a 3D model to show the nature of the ramps. Once people find out how steep the ramps are they may not want to walk to the Station anymore.
- Q: Galen Mook (GM): Hi everyone my name is Galen Mook. I want to start by thanking everyone up at the front table, the community groups, and all the elected officials. The past couple of months have been long but also a very fascinating process working with the taskforce. It has been entertaining, enlightening, and also somewhat dry. I want to especially thank Mike and the members of the project team who joined us on the bicycle site visit. It was really eye opening to see the project from the ground and I hope we can set up another site visit before the taskforce concludes. Going back to the history of the project the site that this project is focusing on hasn't always been a freeway and also hasn't always been marshlands. According to the Allston Brighton Historical Society, on May 24, 1878 Harvard affiliate C.A. Parker won the first American bicycle race on what was then called the Beacon Trotting Yards. I want to reiterate my point that we should be building a velodrome on the site and if anyone from Harvard is here this is an earnest request. With the Olympics coming I think we could make some money off of this.

On July 16 of this year a pedestrian was struck and killed sadly as we were leaving a taskforce meeting. He was a yet unnamed 26 year old male who was potentially living in the neighborhood he was near a bus stop, and he was hit where a sidewalk ends and an on-ramp begins. I want you to think about that for a second and ask yourselves do you see a sidewalk that crosses an on-ramp or do you see an on-ramp that crosses a sidewalk? My question is what are you doing in the interim? 2020 is a long ways out and we've had a lot of hazardous conditions that have gone untethered, unchecked, and unsolved. What are you doing to right the wrongs of the on-ramps and make our lives safer? Why haven't you done it yet and when can we see something like the opening of a sidewalk or new lighting along the bridges? It has been asked for the past 2 years over multiple public meetings.

- A: NCC: Thank you Galen. We are aware of the incident and we are also aware of the challenges as a cyclist when riding down Cambridge Street and trying to avoid that on-ramp. In terms of short term improvements I'm going to hand this one off to Mark Gravallese.

- A: Mark Gravallesse (MG): I'd like to characterize where we are in the state of the interim improvements. The City of Boston has a new striping plan that they are prepared to institute as soon as we can complete the RSA. Secretary Davey has committed to doing an RSA for the corridor and on behalf of the City. The RSA can begin once we collect all the crash data from the Boston Police Department (BPD) and that data has been collected as of 4 days ago. Our office received the data through BTM and BPD and we will analyze that hopefully within the next week. The crash and accident data is used so we can have a better understand of where along the corridor needs improvements. At that point the City and MassDOT have committed to producing a RSA for the public to see and review. We are planning on doing a site walk with the community and also to hear your additional comments on the safety improvements. After that point it will be a joint effort between MassDOT and the City to make those improvements. One of the improvements that will be happening within the next few weeks is the improvement to the sidewalk on the north side of the Cambridge Street over pass that currently has the concrete barriers. The sidewalk will get a bump out or extension into the roadway and the concrete barriers will be removed.
- Q: GM: Will there still be a crash barrier?
- A: MG: No, but there will be a crash barrier as you approach the curb extension and where it tapers out. This will be the first immediate improve which is also within the ideas and goals of the City's long term plan. In terms of your question of whether it is a sidewalk with a ramp or a ramp with a sidewalk, you're right, I initially thought it should be closed because the sidewalk didn't go anywhere. After looking at it a bit closer with our staff at District 6 and talking with the City I realized that there is a bus stop there and we should not be closing infrastructure, we should be making it safe. Nicole Freeman who works for the City in the Boston Bikes Program and is also a taskforce member put together a streetscape design with Toole Design for the interim improvements. You'll be hearing from us very soon and we want to implement the immediate changes before this winter. There was a site walk with Mayor Walsh on Saturday on Cambridge Street and we are really working hard to make these interim improvements as soon as possible.
- Q: JR: What about the street lights?
- A: MG: We have already had a conversation and we now know who owns what between MassDOT and the City. The DPW will be out there, anything along Cambridge Street is City owned infrastructure, and MassDOT will be assisting in any way we can.
- C: GM: Thank you Mark. My general comment is that it seems like when something breaks, instead of just fixing it because it was already there you now have to do a RSA, or a site visit, or some form of jurisdictional process just to replace it.
- A: MG: You're right; the lights are not waiting for the RSA.
- C: David Ofsevit (DO): When you're thinking about bicycles please try to think about them as powered 4 foot wide cars because there are many places that bicycle infrastructure gets designed and has a 90 degree turn or a 5 foot wide cycle track which really isn't safe. Please also take a look at the BSA presentation because it is far less radical than you may think it is. After sitting through tonight's presentation and hearing the name West Station thrown around I want to say that the name West Station is the worst name. There is so much history and culture that we can build from so please give it a new name.
- A: NCC: In terms of thinking as cyclist, I know most of you think we are the highway guys, but all summer long I ride my bicycle to the grocery store towing a cart and looking like a total dork, Nick rides his bicycle to work every day, and Mike rides his bicycle to work most days too. We understand the bicycle issues. In terms of the name West Station, at this point it is just the place holder name. If you have suggestions please email me or send in your comments.

- C: DO: My last comment is that there is an unused train bay under the Cambridge Street overpass. That could be reused as part of the shared-use path. Thank you.
- C: Fred Salvucci (FS): I'm Fred Salvucci. I want to start by saying you are doing a great job on a complicated project. I've lived in Brighton my entire life except for two years and I really appreciate what you're doing here. I think you have a major chance to fix the things that were broken over 100 years ago. I am advising Harvard but I am not speaking on their behalf. 100 years ago when the rail yard was a slaughter house there were two major impacts. The first is that they created on the wrong side of the tracks which caused a sociological divide between North Allston and South Allston. This was a bad thing and this project is a chance to reunite all of Allston and all of Brighton as one community. The major issues of traffic along Cambridge Street and Linden Street results from the Rail Yard and the fact that there is no way to get from the southern side of the Rail Yard to the northern side except for the BU Bridge or Harvard Street. Packard's Corner is difficult but you have great traffic engineers and I'm sure you could figure out how to re-signalize it. Most of the cars that cut through on Linden Street are coming from Packard's Corner. I understand that there is a political issue here but at the very least this thing should be built with bridges that are strong enough to implement connectivity. In order to create a really good West Station you need connectivity. I use to ride a bicycle and now I ride the bus. Most people my age ride the bus so you are excluded a large part of the public when you say that buses can't get to West Station.

About 50 years ago when the Massachusetts Turnpike was built there use to be 6 tracks and there were passenger stations with a lot of frequent service. When the Turnpike was built the railroads were reduced to a single track and all of the stations in Allston and Brighton were removed. This is a chance to fix that issue by implementing more tracks to South Station and across the River along the Grand Junction tracks which can provide connectivity for DMU service. Secretary Davey published the 5 year transportation plan which includes shuttle service from North Station to South Station and I agree that this is a real important start. I believe the DMU service should extend all throughout Allston and Brighton and even further out to Route 128. The Turnpike is overloaded and you can't fit any more cars on it, there is no more capacity. We have a lot of growth and we want that growth but the west corridor needs more public transit. I know you can't provide it in this project but you also should not be precluding it for future projects. The next historic mistake that can be corrected and goes back to the connectivity issue is the fact that I really think this should be decked. Calanhan built a little bit of air rights in Newton corner and since then you've seen the John Hancock garage and you can count Copley Place as well. It is extremely difficult to build over an active highway, it's unsafe, and if you don't do it now you'll have to do it afterwards. Put the deck in at the front end of this project. Look at the Big Dig for example; the places where the deck was put in are now open green spaces. You have to build it the right way from the start and I'm urging you to recognize that this is a problem and decking can also help with noise mitigation. I think decking should be on the table, I know you don't have the budget to do it but I think you should brainstorm ideas as to who and how you can get it funded. The Allston/Brighton side of the River got ruined in the 1950s by an awful design and the turf wars between the MDC police and the Turnpike police. This is the chance of a lifetime and I applaud Mike for putting the idea of sliding Soldiers Field Road under the Turnpike on the table. You're making a great start, thank you.

- A: NCC: Much of what you said goes to scope. One of the goals that we heard from the taskforce was that the various sections of Allston feel disconnected from each other, and it's the neighborhood that's closest to the River but feels the furthest away. We are striving to do our best in reconnecting Allston to itself and to the River.
- C: James Williamson (JW): My name is James Williamson and one of the reasons I came tonight was to learn from the master: Fred Salvucci. The reason I got here a little late was because I took the 66 bus and it was delayed an hour. I'm a new comer to the public outreach efforts and I would like to suggest that there are always people who arrive late in the process and to think about a presentation that brings the new comers up to speed. I heard a ton of great comments but I was having a hard time getting a

grasp on most of them. I also think it would be much better if you could go onto the MassDOT website and find the project rather than having to Google it. Another note is that I too was put off by the name West Station; even Station West would be better. I would like to second the comments made on the shared-use path and I would like to say that I have a lot of experience with shared-use paths in the Alewife area. It is a catastrophe, horror story and a mess. I don't have any confidence in a shared-use path based on the way people ride their bicycles in Cambridge but maybe people ride differently in Boston. In terms of Ann Lusk's comment about the Highline in New York City, I think it's the fact that people go there to walk that attracts users, not the fact that it is an elevated rail. My question is can you explain the difference between the ENF and the EA. I was confused by the explanation of those.

- A: NCC: I can speak to some of the outreach pieces. While you were speaking I dropped "Allston Interchange" into Google and it brought me right to the project website.
- C: JW: It would be nice to be able to get to the project website by going to the MassDOT website first.
- A: MOD: You are not alone; I agree that it is not the easiest website to maneuver through.
- C: NCC: In terms of coming late to the process, you're only late for one part of the process. Everything that has been discussed up until this point has been documented and can be found on the project website. In terms of the ENF and the EA I'll hand that one off to Joe Freedman.
- C: JF: The ENF is the Environmental Notification Form and part of the Massachusetts Environmental Policy Act. The ENF is the first step in the MEPA process and it is a simply form that is a general summary of the project and its main purpose is to identify what the likely environmental impacts are. The EA is the Environmental Assessment and is part of the National Environmental Policy Act. The EA is a detailed look at the impacts of the project and the mitigation that may be required to reduce those impacts.
- C: WB: While we're still together I want to thank you and tell you that I think you're doing a great job. I think your effort to put all the complicated pieces of this project together and your continued ability listen to the community and incorporate the community is wonderful. As I listened tonight I want to say I give an A plus to all the transportation issues but I suggest you continue listening to the urban planning issues and the stuff the architects, the BRA, and the BSA are talking about. I heard less of it in your thought process tonight and I feel like it is part of the picture than can still get dialed in further. I wanted to offer that feedback but mostly to thank you.
- C: MOD: Thank you Senator, we appreciate it.

## **Next Steps**

The next taskforce meeting will be held at **6PM on Wednesday, October 1<sup>st</sup> at the Fiorentino Community Center**. The Fiorentino Community Center is located at 123 Antwerp Street in Allston.

## Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Brian	Ackey	TetraTech
John	Allen	Resident
Douglas	Arcand	Resident
Felix	Arroyo	City of Boston
Karl	Aspelund	Harvard University
Dennis	Baker	HNTB
Harris	Band	Resident
Marzo	Barbergrossi	Harvard University
Joe	Beggan	Taskforce Member
Amy	Boyle	BPD
Preston	Buehrer	Resident
Stephen	Bushnell	Senator DiDomenico's Office
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Dennis	Carlone	City of Cambridge
Jim	Cerbone	MassDOT
Jimmy	Chow	Student
Sarah	Chudnorsky	Boston University
Zoe	Cloonan	Student
Ryan	Coholan	MBTA
Paul	Creighton	Resident
Matthew	Danish	Taskforce Member
Bill	Deignan	Taskforce Member
Owen	Deutsch	Student
Stacey	Donahue	MassDOT
Keagan	Dougherty	Resident
Rochelle	Dunne	Taskforce Member
Courtney	Dwyer	MassDOT
Patrick	Ellis	Resident
John	Eskew	Resident
Ann	Faldetta	Genzyme Corp.
Bruce	Felton	Resident
Paola	Ferrer	Taskforce Member
Lorenz	Finison	Resident
Joe	Freeman	TetraTech
Andrew	Gorelik	Resident
Mark	Gravallese	MassDOT
Nick	Gross	Howard/Stein-Hudson
Vineet	Gupta	BTD

Mark	Handley	Councilor Ciommo's Office
Lydia	Hansle	Resident
Karen	Hilario	Northeastern University
Kelsey	Holmes	Northeastern University
Kevein	Honan	Representative
Andrew	Hovey	Resident
Meaghan	Hutchins	Resident
Amy	Ingles	Resident
Louise	Johnson	Resident
Marc	Kadish	Taskforce Member
Sue	Kaufman	Resident
Marc	Kaufman	Resident
John	Kyper	Sierra Club
Wendy	Landman	Walk Boston
Andrei	Lapets	Resident
Joanne	LaPlant	BAIA
Lew	Lasher	Resident
Elizabeth	Leary	Taskforce Member
Peter	Leis	Resident
Shanna	Long	Resident
David	Loutzenheiser	Taskforce Member
Tim	Love	BSA
Anne	Lusk	Harvard University
Linda	Ly	Northeastern University
Carol	Martinez	Resident
Scott	Matali	Allston/ Brighton Board of Trade
Lisa	McDonough	Resident
John	McQueen	Resident
Barbara	Melanson	Resident
Galen	Mook	Taskforce Member
Andy	Mound	Resident
Tom	Nally	Taskforce Member
Paul	Nelson	Taskforce Member
Herb	Nolan	Solomon Foundation
Regina	Oagan	Resident
Mike	O'Dowd	MassDOT
Ari	Ofsevit	Resident
David	Ofsevit	Resident
Alana	Olsen	Resident
Patricia	O'Neil	Resident
Robert	Owen	Resident
Mana	Pantov	Northeastern University

Richard	Parr	Taskforce Member
Craig	Pasek	Resident
John	Pelletier	Resident
Ari	Pollak	Resident
Edward	Popko	Resident
David	Potter	Northeastern University
Jean	Powers	Resident
Joe	Pucci	Northeastern University
Calvin	Rateliffe	Resident
Tad	Read	Taskforce Member
Jessica	Robertson	Taskforce Member
Matthew	Rowan	Northeastern University
Seth	Rubin	Resident
Fred	Salvucci	Former Secretary of Transportation
Tony	Santoro	Resident
Brittany	Schwartz	Boston University
Ted	Setas	AECOM
Zachary	Shedlock	MassArt
Mike	Sheehar	MassDOT
Stephen	Silver	Resident
Simon	Siu	Resident
Arthur	Strang	Resident
Michael	Sullivan	Resident
Will	Sutton	Representative Toomey's Office
Gloria	Tatarian	Resident
Michael	Thatcher	TetraTech
Robert	Tremouille	FOWA
Jun	Tsuboike	Resident
Steven	VanDyke	Resident
Brian	Vieire	Northeastern University
Sophia	Wang	Office of Michelle Wu
James	Williamson	Resident
Sheila	Yancy	MassDOT

**Appendix 2: Received Emails – Please See the Following Page**

Hi Nate,

Please pass along my thanks and a job well done to the project team for the Public Information Meeting. Building community support is critical to the success of the project.

You mentioned that Boston Landing has been factored into your traffic projections. I'm sure you're aware, but let me list the other projects that will also have an impact on the community in terms of traffic and should be factored into your planning:

**450 Cambridge St** (Board Approved)

Proposal calls for the construction of a 4-story building for the provision of 40 rental units and 40 parking spaces.

**BU Life Sciences and Engineering Building - 610 Commonwealth Ave** (Board Approved)

Center for Integrated Life Sciences and Engineering Building: proposal calls for up to 145,000 SF building with nine floors and will be located on the site of an existing surface parking lot that will directly abut the existing Morse auditorium.

**40 Malvern St** (Construction About To Begin)

Proposal calls for the construction of a 6-story building for the provision of 48 rental units and 44 surface parking spaces.

**61-83 Braintree St** (Board Approved)

Proposal calls for 80 residential rental units, 6,000 SF of commercial space and 68 parking spaces.

**Barry's Corner Residential & Retail Commons - 141 North Harvard St** (Under Construction)

Proposal calls for the construction of a 350,000 SF building by Harvard University, to be ground-leased to Samuels & Assoc; project includes 325 residential units, 45,000 SF of retail and 221 parking spaces.

**Harvard University - Science Complex - 140 Western Ave** (Construction To Resume)

The Harvard Science Complex will include four building components surrounding a publicly accessible landscaped area, with a total of approx. 537,000 SF. Building program includes lab and office space, auditorium, cafeteria, retail spaces and day care.

**Joseph M Smith Community Health Center - 495 Western Ave** (Under Construction)

JMSCHC is looking to combine services at several locations into one central office: retail pharmacy, vision clinic, retail eye glass shop, dental clinic, administrative suite and a conference area for JMSCHC and community use. 48,000 sq ft building

**Skating Club Of Boston - 176 Lincoln St** (Under Review)

Proposal calls for the demolition of the existing 450,000SF vacant structure and the construction of a new, 153,000SF state-of-the-art 3-rink skating facility.

Please note 40 Malvern St. In his presentation this evening, Secretary Salvucci mentioned Malvern St has not being very residential. That is about to change. The parcel is between Gardner and Ashford Streets on Malvern Street.

Although not BRA approved, if the Skating Club of Boston project is approved, that project team has already acknowledged that access to the facility will come primarily from the Allston Mass Pike Exit onto Cambridge St onto Lincoln St.

I suspect that there are Boston Traffic Department studies attached to each one of these projects, that you might be able to tap into.

Finally, at some point, it would be nice to get a presentation from MassDot (MBTA) that summarizes for the task force, the regional public transportation planning and strategies (rail & bus) that could impact project decisions going forward.

See you at the next Task Force meeting.

Tony D'Isidoro

Mike, Nate, and Ed,

Yesterday's presentation by the Boston Society of Architects raised interesting questions and ideas about the future of the Beacon Yards site. Several Task Force members have expressed interest in learning more about these ideas and how they relate to MassDOT's current proposal.

Would you be willing to invite these BSA teams to an upcoming meeting of the Task Force for a discussion with the MassDOT team and Task Force?

Thank you  
Harry



Rendering by BSA team led by Kishore Varanasi of CBT Architects

Good Morning Harry,

I hope this note finds you well and having a good morning. Thank you for your attendance at last night's public information meeting. We're in receipt of your note and I'll check in with the team about the feasibility of arranging something with the BSA.

Regards & Good Wishes,  
-Nate

Thanks Nate.  
Not a problem, Just an observation.  
Have a good weekend,  
Wayne

---

From: [ncabral-curtis@hshassoc.com](mailto:ncabral-curtis@hshassoc.com)  
To: [waynemackenzie@msn.com](mailto:waynemackenzie@msn.com)  
Subject: RE: I-90 Allston Interchange Improvement Project Meeting Materials  
Date: Fri, 19 Sep 2014 13:43:07 +0000

Good Morning Wayne,

I hope this note finds you well and having a good day. Thank you for letting us know. While I do not directly control the website, it resides on a MassDOT server, I have sent the information on to MassDOT. I have double checked our taskforce sign in sheet and that does have your name spelled correctly.

Regards & Thanks,  
-Nate

**From:** Wayne [<mailto:waynemackenzie@msn.com>]  
**Sent:** Thursday, September 18, 2014 11:14 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** RE: I-90 Allston Interchange Improvement Project Meeting Materials

Hi Nate,  
Only because I know how much it means to you to get people's names correct, I will point out to you that my name is incorrectly spelled on the website. My last name is MacKenzie and not McKenzie. On the list of Taskforce members, it is listed as McKenzie and not Mac Kenzie as it should be.  
All the best,  
Wayne A, MacKenzie

---

From: [ncabral-curtis@hshassoc.com](mailto:ncabral-curtis@hshassoc.com)  
To: [ngross@hshassoc.com](mailto:ngross@hshassoc.com)  
CC: [ncabral-curtis@hshassoc.com](mailto:ncabral-curtis@hshassoc.com); [ed.ionata@tetrattech.com](mailto:ed.ionata@tetrattech.com); [michael.o'dowd@state.ma.us](mailto:michael.o'dowd@state.ma.us)  
Subject: I-90 Allston Interchange Improvement Project Meeting Materials  
Date: Thu, 4 Sep 2014 16:30:58 +0000  
Good Afternoon Taskforce Members,

I hope this note finds you all well and having a good day. Thank you all for a productive session last night. Attached, for your records, please find the two presentations give at yesterday's meeting. These will migrate to MassDOT's project website over the next week.

Regards & Good Wishes,  
-Nate

**Nathaniel Cabral-Curtis**  
*Transportation Planner, Public Involvement Specialist, Associate*

**Howard/Stein-Hudson Associates, Inc.**

11 Beacon Street, Suite 1010

Boston, MA 02108

**direct:** 617.348.3336 **main:** 617-482-7080

[www.hshassoc.com](http://www.hshassoc.com)

- Transportation Planning
- Traffic Engineering
- Civil Engineering
- Public Involvement/Strategic Planning

**Please Note Our New Address**

Hi Nate,

One more piece of information.

As part of the Harvard University Institutional Master Plan (IMP) for Allston, an exhaustive (396 pages) private transportation study was conducted in the community in 2013. I provide you with the link. The data could be extremely useful in your planning going forward.

Tony D'Isidoro

<http://www.bostonredevelopmentauthority.org/getattachment/Planning/Institutional-Planning/Higher-Education/Harvard-University-Allston-Campus/2013-Harvard-Allston-IMP-Transportation-Study-Technical-Appendix.pdf>

Good Morning Anthony,

I hope this note finds you well and having a good day. Thanks again for this additional data. I'm sure it will come in handy.

Regards & Good Wishes,  
-Nate

Hi Nathan,

Are the drawings showing the preferred design ideas on the website. I wasn't able to locate any of the renderings. Some people have asked me about the proposed design ideas but I couldn't find them on the website. Where specifically are the renderings. I would like to send them to people when they ask me.

Thank you,

Wayne

Good Afternoon Wayne,

I hope this note finds you well and having a good day. We are in the process of getting last week's presentation to be ADA-compliant and accessible for the project website so when you didn't find it up there, you weren't missing anything. Would you like a quick-and-dirty copy emailed to you to share with your neighbors in the interim?

Regards & Good Wishes,

-Nate

Yes Nate. That would be great.

Thank you very much,

Wayne

O.K. Wayne, it shouldn't be a problem. Let me just check with the team before I ship it out. Chain of command!

Thanks Nathan.

Good Afternoon Mr. MacKenzie,

I hope you enjoyed your weekend and were able to make it to the Allston Village Street Fair. Nate has communicated to me your interest in a copy of the 9-18 presentation to share with your friends and neighbors. Please see attachment.

The presentation will be accessible through the project website in the very near future. We are currently working to make the presentation fully ADA accessible in order to post online as a MassDOT standard.

If you have any questions regarding the presentation please feel free to contact myself or Nate. Enjoy the rest of your day,

- Nick

Nate:

I'm teaching a class at the Boston Architectural Center on public policy and sustainable development. I'm currently having my class look at the Beacon Park Yards as a case study for interaction between policy and design. I was looking on the MasDOT website for the project, and it says there was supposed to be a public meeting on September 3. Did that meeting happen, and if it did was there a presentation developed that can be shared? I'm in a pinch as my class meets this evening – any help is greatly appreciated.

Tom

**Tom Doolittle, ASLA, PLA, LEED AP BD+C**  
Principal Professional

215 First Street, Suite 320  
Cambridge, MA 02142  
o| +1 617.497.7800  
d| +1 617.498.4620  
m| +1 978.844.1581  
f| +1 617.498.4630

Good Afternoon Thomas,

I hope this note finds you well and having a good day. Thank you for contacting the Allston I-90 Interchange Improvement Project. If you go back in the mists of time to faraway 1997, I took an algebra class at the BAC and took my dinner at Steve's every Tuesday night for a whole year.

With regard to your request, the meeting on the 3<sup>rd</sup>, which was for our Allston taskforce did come off as anticipated, as did a public information meeting on the 18<sup>th</sup> of September. We are working to get both of those posted to the project website, but in the meantime, I am happy to be able to give you this PDF of the September 3<sup>rd</sup> session for your class' use. As I mentioned, this will get to the website in due course, but getting things posted does take some time.

As you are in a pinch for time, I will follow up by telephone just to make sure you have received my note.

Regards & Good Wishes,  
-Nate

Hi Mike,

The replacement viaduct as proposed by MassDOT would be some 30 feet wider than the current viaduct to accommodate new shoulders that currently do not exist on this section or anywhere between 128 and I-93.

According to FHWA interstate highway standards there appears to be some flexibility in geometric design for urban freeways. By using this flexibility, I would ask MassDOT to consider options for the viaduct that would allow the replacement viaduct to more or less replicate the existing width, as opposed to an additional 30ft as currently proposed.

Namely:

- 12 foot shoulders could (through a design exception process) be allowed to be converted to HOV lanes
  - o [http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3\\_shoulderwidth.htm](http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_shoulderwidth.htm)
- Design speed on urban freeway segments can be as low as 50 mph, of which would allow for tighter horizontal and vertical curves in the viaduct design as opposed to designing for 65 or 70 mph
  - o <http://www.fhwa.dot.gov/programadmin/interstate.cfm>
  - o <http://www.dot.state.fl.us/rddesign/QA/Data/AASHTO-InterstateDesignStandards.pdf>

Why not design the viaduct with 3 travel lanes in each direction, and a 12 foot shoulder/HOV lane? This would result in retaining the 4 travel lanes in each direction without the need to add shoulders, while also accommodating the state mode shift goals. Obviously any HOV lanes could not be installed in isolation on this project segment alone. If HOV lanes were extended farther east (to the Pru) and West (to 128), wouldn't that convert the rest of the shoulder-less sections of the Pike to a more conforming cross section?

But then again MassDOT has recently constructed interstate highway viaduct segments without shoulders. The new I-93 viaduct (Central Artery project) that surfaces just south of the MassDOT D6 offices does not have substantial shoulders (2+ ft) except in isolated sections. Certainly precedent in new construction for not including full width shoulders.

<https://www.google.com/maps/@42.3460426,-71.0609441,3a,75y,13.36h,73.42t/data=!3m4!1e1!3m2!1sJFxfh08m1mcArmC6XD2rsPQ!2e0>

Could the MassDOT project team look at options in this regard?

Thanks,

**David Loutzenheiser**  
*Transportation Planner*  
[Bicycle and Pedestrian Program](#)

Online Regional Cycling and Walking Map now Available!  
[trailmap.mapc.org](http://trailmap.mapc.org)

[Metropolitan Area Planning Council](#)  
60 Temple Place  
Boston, MA 02111  
617-933-0743

Good Afternoon David,

I hope this note finds you well and having a good day. We're in receipt of your note; I'll work with the project team to provide you with a reply.

Regards & Good Wishes,  
-Nate

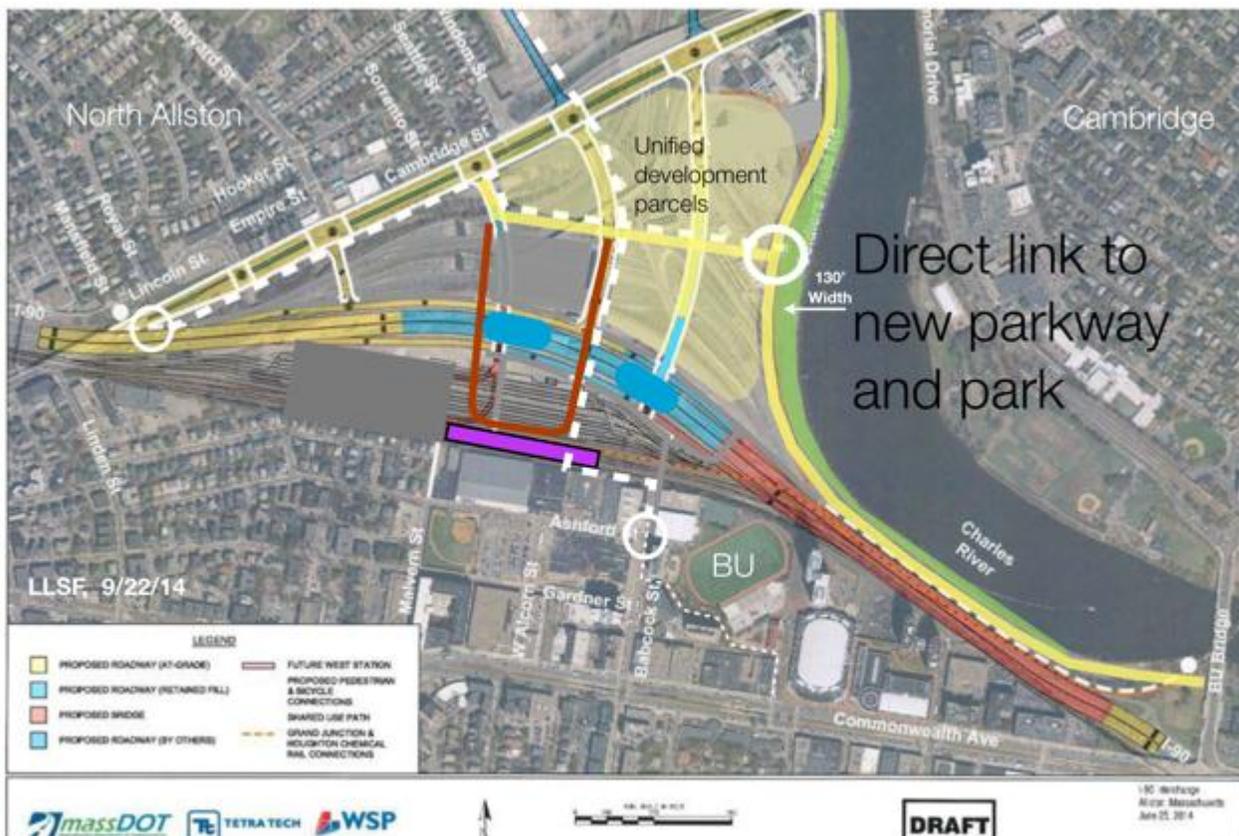
Hi Michael,

Attached are my written comments with diagrams on your alternative presented to the public on September 18th. I had to overlay an older MassDOT diagram but you'll get the ideas. The BSA model helped me sort out the three dimensional challenges of what you are up against. Its complicated stuff and your design team has made tremendous progress. I think some variations on their latest scheme may yield the better plan we are all searching for.

You are rightly concerned about expanding an already large scope for this project but Soldiers Field Road has inevitably become part of the Allston Interchange transportation solution. For the cost of another 1500 linear feet of road and a few acres of softscape, which is cheap, you could have a far more elegant transportation solution and save money in other areas. The long term pay back of a more cohesive and rational development parcel is incalculable. Talk to Harvard about this. We'd be very happy we went the extra mile in the not too distant future.

All my best,

Herb



**Alt. Strategy:** Consider moving both ramps back and shortening them by lowering the turnpike bridges. Connect the access road and ped/bike path directly to the river park.

about the seeming notice-glitch re DOT's 9/18 Public Info meeting. Will send more about that & some further suggestions later.

Last night's meeting was very helpful and informative. Jessica (?) was terrific! It was very heartening to hear her. Please tell her I appreciated her contribution. And, if you would and she agrees, please send me her email address so I can thank her myself.

Thanks.

Carol

Good Morning Herb,

I hope this note finds you well and having a good day. We're in receipt of your suggestions and this note serves to let you know that they didn't drop down a black hole. I'll also make sure this gets over to our design team so that we can get it into their thought process.

Regards & Good Wishes,  
-Nate

Thanks Nate. I know they are processing an avalanche of input. Best of luck processing all of that and emerging with a well balanced design strategy. Herb

Nate, a huge thank you to both you and Nick for coming to our wild meeting last night, angry man and all. I apologize for the mismanagement of time, people always take longer than they say they will. I realize it caused you to shorten your presentation, but it was stimulating in any case. There was much to absorb, and I must say things are not as bleak as I feared.

You have a light hand with "the public" and certainly are well informed.

All best, Olivia

I hope this note finds you well and having a good day. Thank you so much for this thoughtful note. Alas, in my business, you tend to get more correspondence which runs in a different direction from yours, but the upside of that is that emails such as yours get all the more highly prized for it. Our whole project team, both the MassDOT and consultant sides are working hard to make this a good project for communities on both sides of the river. My tip of the cap goes to the lady working on improvements at Magazine Beach. I am sorry that fellow became so unglued at her obviously innocuous and community-spirited efforts.

Regards & Thanks,  
-Nate

Good Morning All,

I hope this note finds you all well and having a good day. Let me begin by thanking all of our taskforce members who attended the public information meeting on the 18<sup>th</sup>.

As we can all see October creeping nearer on the calendar, I wanted to take this opportunity to let everyone know about our two upcoming sessions so you can put them on your respective calendars. Our next two taskforce sessions will be:

- October 1<sup>st</sup>, 6:00-8:00PM
- October 15<sup>th</sup>, 6:00-8:00PM

Both meetings will take place in the Fiorentino Center located at 123 Antwerp Street. Minutes of the past two meetings and an agenda for October 1<sup>st</sup> will be sent under separate cover.

Regards & Good Wishes,  
-Nate

**Appendix 3: Received Comments – Please See the Following Page**

Kristen Peterson  
September 30, 2014

Dear Ms. Leavenworth,

I am a proud runner and resident of Boston living in the Brighton/Allston area. My favorite routes to run are along the Charles River, but some portions are not the best areas to run and getting to the river from my house is extremely dangerous. I ask that you please consider The Allston I-90 Interchange Improvement Project. It can bring a wide variety of benefits to the Commonwealth, City of Boston, and people who live, work, and commute in the area. I hope you will agree that this project is also an opportunity to advance important State initiatives including GreenDOT, the Healthy Transportation Compact, the bike/walk/transit Mode Shift Goal, and Environmental Justice policy.

At the same time, an unfortunately reality is that residents and people who travel through Allston will endure significant negative impacts during and after the construction of a new Mass Pike and an MBTA rail storage & maintenance yard.

The Mass Pike realignment project is a once-in-a-lifetime opportunity to mitigate the negative impacts of the Mass Pike and railyard on surrounding communities, to promote the policies mentioned above, and create a great new public space. I respectfully request that you to incorporate into this project four key aspects of an Allston Esplanade:

1. The announced relocation of Soldiers Field Road away from the Charles River will be a great improvement with a huge positive impact. Please maximize the amount and quality of new parkland by:
  1. Creating several acres of new parkland by moving the section of Soldier's Field Road between the DoubleTree Hotel and the elevated Mass Pike viaduct.
  2. Moving one or both inbound lanes of Soldiers Field Road beneath the viaduct
  3. Rebuilding the viaduct and roadway no closer to the river and no wider than the current viaduct
2. Create a river crossing for cyclists and pedestrians on or near the Grand Junction railroad bridge under the BU Bridge. This should be accompanied by building tracks for a 2nd Grand Junction transit line to provide frequent transit service between West Station and Kendall Square.
3. Build the "West Station" transit station to improve green transit options for to the existing community, the new development that will be built south of Cambridge Street, and the Allston Esplanade. Deck over the new railyard to allow for development, parkland, and public access, as was done in the Back Bay with the expansion of Back Bay Station.
4. Establish 25' as a minimum width for all new pathways, both in the Allston Esplanade and connecting the neighborhoods to the river, to safely and comfortably accommodate everyone - walkers, strollers, joggers, runners, and the handicapped - with physically separated space for cyclists

Thank you for your consideration of these requests. I look forward to this project becoming a wonderful success for public health, recreation, our environment, and the quality of life for Massachusetts residents.

Sincerely,  
Kristen Peterson

Dustin Weigl  
September 30, 2014

Dear Ms. Leavenworth,

The Allston I-90 Interchange Improvement Project can bring a wide variety of benefits to the Commonwealth, City of Boston, and people who live, work, and commute in the area. I hope you will agree that this project is also an opportunity to advance important State initiatives including GreenDOT, the Healthy Transportation Compact, the bike/walk/transit Mode Shift Goal, and Environmental Justice policy.

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Moving one or both inbound lanes of Soldiers Field Road beneath the viaduct

Rebuilding the viaduct and roadway no closer to the river and no wider than the current viaduct

Create a river crossing for cyclists and pedestrians on or near the Grand Junction railroad bridge under the BU Bridge. This should be accompanied by building tracks for a 2nd Grand Junction transit line to provide frequent transit service between West Station and Kendall Square.

Build the "West Station" transit station to improve green transit options for to the existing community, the new development that will be built south of Cambridge Street, and the Allston Esplanade. Deck over the new railyard to allow for development, parkland, and public access, as was done in the Back Bay with the expansion of Back Bay Station.

Establish 25' as a minimum width for all new pathways, both in the Allston Esplanade and connecting the neighborhoods to the river, to safely and comfortably accommodate everyone - walkers, strollers, joggers, runners, and the handicapped - with physically separated space for cyclists

Thank you for your consideration of these requests. I look forward to this project becoming a wonderful success for public health, recreation, our environment, and the quality of life for Massachusetts residents.

Sincerely,  
Dustin Weigl

Andrew Breck  
September 29, 2014

To Whom It May Concern:

I live nearby. Please keep the following recommendations in mind as you plan this project:

- MassDOT should integrate planning and construction of the relocated Pike with the new West Station and a street pattern that will accommodate long term land development.
- The MassPike and rail lines should be decked over for future development and to provide pedestrian, bicycle and bus access between North and South Allston.
- A wide riverside park should extend between the BU Bridge and the River Street Bridge.
- Where Soldiers Field Road is parallel to the Pike, it should be placed under the Mass Pike viaduct to allow widening the park along the Charles River.
- The Pike viaduct should not be widened beyond its current 8 lanes because it would encroach on the Charles River parkland.
- A pedestrian and bicycle route should extend across the project and to the Charles River parkland.
- MassDOT should have a long-term process of planning for the Mass Pike Relocation and West Station that involves residents and advocacy groups.

Thank you very much,  
Andrew Breck

Christopher A. Capozzi  
September 29, 2014

Dear Ms. Leavenworth,

The Allston I-90 Interchange Improvement Project can bring a wide variety of benefits to the Commonwealth, City of Boston, and people who live, work, and commute in the area. I hope you will agree that this project is also an opportunity to advance important State initiatives including GreenDOT, the Healthy Transportation Compact, the bike/walk/transit Mode Shift Goal, and Environmental Justice policy.

At the same time, an unfortunately reality is that residents and people who travel through Allston will endure significant negative impacts during and after the construction of a new Mass Pike and an MBTA rail storage & maintenance yard.

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3. Build the "West Station" transit station to improve green transit options for to the existing community, the new development that will be built south of Cambridge Street, and the Allston Esplanade. Deck over the new railyard to allow for development, parkland, and public access, as was done in the Back Bay with the expansion of Back Bay Station.
4. Establish 25' as a minimum width for all new pathways, both in the Allston Esplanade and connecting the neighborhoods to the river, to safely and comfortably accommodate everyone - walkers, strollers, joggers, runners, and the handicapped - with physically separated space for cyclists

Thank you for your consideration of these requests. I look forward to this project becoming a wonderful success for public health, recreation, our environment, and the quality of life for Massachusetts residents.

Sincerely,  
Christopher A. Capozzi

Renata von Tscharnner  
Four Brattle Street, Cambridge, MA 02138  
September 25, 2014

Dear Ms. Leavenworth,

We appreciate the opportunity to provide comments on the Allston I-90 Interchange Improvement Project. This project is at the very core of our geographic area and also at the core of our mission.

As you might be aware, the mission of the Charles River Conservancy, which will celebrate its 15th anniversary next year, is to provide stewardship and enhancements for the urban parklands from the Boston Harbor to the Watertown Dam. With over 25,000 supporters and volunteers, we represent many groups on both sides of the river.

The I-90 project might have started as a highway project, but it has the potential to bring urban design and recreational opportunities to an area that was previously inaccessible to residents and visitors. Many of the opportunities inherent in this project are closely linked to policies that have been adopted by MassDOT in recent years, including the GreenDOT initiative, the Healthy Transportation Compact, and the walk/bike/transit mode shift goals for 2030.

While the I-90 project is being built, many residents of Allston and other parkland users will have to endure years of construction and negative impacts. To mitigate these effects and to achieve a successful transportation project for your multi-modal customers, we urge you to add design elements known collectively as the Allston Esplanade:

1. Add at least three acres of new parkland along the riverbanks (between Double Tree Hotel and the Mass Pike viaduct) by moving Soldiers' Field Road away from the river's edge.
2. Widen the parkland next to the Mass Pike viaduct. The new viaduct should not be made wider, as that will not allow necessary width for the parkland.
3. Build the "West Station" transit station to provide sustainable mass transportation for the users of the Allston Esplanade, for the existing community, and for the new development that will be built south of Cambridge Street.
4. Provide a river crossing for cyclists and pedestrians on or near the Grand Junction railroad bridge that passes under the BU Bridge. This should be done while also building tracks for a 2nd Grand Junction transit line to provide appropriate service frequency between West Station and Kendall Square.
5. Create new pathways, both in the Allston Esplanade and connecting the neighborhoods to the river, that are twenty five (25) feet wide to safely and comfortably accommodate everyone - walkers, strollers, joggers, runners, and the handicapped, with physically separated space for cyclists.

We see this project as a win-win opportunity for MassDOT, the parklands and the community. I look forward to this project becoming a wonderful success for public health, recreation, our environment, and the quality of life for Massachusetts residents. Thank you for your consideration of these points.

Sincerely,  
Renata von Tscharnner  
Founder and President  
Charles River Conservancy