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From: Elizabeth Flanagan  
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HSH Project No.: 2013061.14

Subject: MassDOT Highway Division  
Allston I-90 Interchange Improvement Project  
Cambridge Neighborhood Association Briefing  
Meeting Notes of December 15, 2015

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## Overview

On December 15<sup>th</sup>, 2015 members of the Allston I-90 Interchange Improvement Project team held a public information briefing for the Cambridgeport Neighborhood Association at the Morse Elementary School located at 40 Granite Street in Cambridge. The session was organized by the City of Cambridge with MassDOT and consultant team members as guest speakers.

The purpose of the briefing was to update the Cambridgeport Neighborhood Association on the changes that have been made to the Allston I-90 project in the last year. In particular, meeting attendees were introduced to the most recent MassDOT project concept, the 3K-4 series, and the two alternative concepts that were originally introduced by task force members. One concept was proposed by A Better City and the other proposed by Ari Ofsevit, hereafter referred to as the 'amateur planner concept'.

The public were primarily interested in elements of the project options which directly impact Cambridge. The three key concerns to come out of the briefing were impacts on noise, air quality, and traffic for residents of Cambridge. The idea of pushing Soldier's Field Road south in order to free up additional green space for the Paul Dudley White Path was warmly received and further discussion on ways to best optimize new green space took place. Cambridgeport residents also expressed concern that some of the concepts currently under analysis would effectively remove the green buffer at the edge of the Charles River on the Boston side making the view from Magazine Beach of infrastructure only without any softening trees and grass.

In terms of noise, residents are concerned about the impacts that the different alternatives could have on noise coming across the river, especially with the potential for rail service above the highway as such service increases over time. There were concerns that not enough is being done for Cambridge in the current concepts. It was noted that the noise study, as part of the environmental impacts report, has not yet been done and that all mitigation strategies will be developed following this analysis.

Concerns were raised over potential traffic impacts during and following construction. The intersection of the BU and the rotary at Memorial Drive was identified as an essential area to be included in the project traffic analysis. It is worth noting that while this intersection is not in the project team's specific traffic study, it is in the CTPS modeling done for the project as a whole. Generally speaking, the CTPS analysis has shown the I-90 Allston Interchange Improvement Project to be neutral with regard to this intersection.

Overall, there was appreciation for the opportunity to compare three different alternatives but the prevailing conversation was about noise, air quality, and traffic impacts for the residents of Cambridge. The meeting ended with a call to stay involved with the process via the stakeholder database or by checking updated information on the project website.

## Detailed Meeting Minutes<sup>1</sup>

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C: Bill Deignan (BD): We're going to get started now. Thank you for coming.

Q: No Name Given (NNG): Can you make it louder?

C: BD: Is that better? Ok. Thanks for coming, I'm Bill Deignan with City of Cambridge Community Development Department. I'm happy to have you here to learn about what's happening in Allston on the I-90 project with MassDOT and their design team. Thanks Michael O'Dowd for being here and for presenting tonight. It's a large complex project right across the river from Cambridgeport- there is a lot interest in this project on this side of the river. This meeting is to give you an opportunity to hear about the project and ask questions and voice any concerns.

We've had other meetings with the Cambridgeport Neighborhood Association and at City Hall. Some of the things the city staff have heard as a concern are noise, both from the facility and construction, traffic impacts, during construction and in the future, connections to Allston and the potential Grand Junction path, the look of the project, whether it will be elevated (which may impact how noise is generated), and how the parkland is enjoyed and whether you can expand the park on that side of the river. You'll hear more about the progress of the project. This is not the last time you'll hear about the project. If you didn't sign in, please do so when you leave so you can get future updated.

C: Michael O'Dowd (MO): Thank you for coming. I'm Michael O'Dowd, and we're here because Bill requested that we get the information out to constituents and residents in the Cambridge area. I don't want anyone to leave tonight without knowing the current status and what DOT is trying to do. There are a lot of places to get information- I want to make sure you're getting the correct information from either myself or Nate. I doubt that there are any questions where either myself or Nate can't give you a clear and thorough answer.

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<sup>1</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.

I thought that we were here in the spring but apparently it's been over a year. Since then, we've filed environmental notification a year ago which was up for public comment. We did receive a lot of comments on that from many sources. To the extent we can, we have started to implement these comments, concerns, and questions into refining the alternatives as well as looking at two additional alternatives that have been proposed by members of our task force, of which Bill is also a member. We were at 3I last time we saw this neighborhood specifically and by the time we filed our ENF, we had arrived at 3J. We've refined and improved upon those alternatives and now we're at the 3K alternative. This came out of a lot of concerns about the profile rates moving across Cambridge Street to West Station and approaching the I-90 connectors to and from West Station. We've been able to change from the J series to the K series to lower the overall profile by almost 10 feet. That's a significant amount when you talking about the difference between 30 feet to 20 feet over a quarter of a mile. That's a huge improvement over where we were.

We've also made several changes to West Station and what that looks like, and the locations of connector roads relative to West Station. There's been a lot of development in the last year. Hopefully you'll be pleased with what you see tonight.

In addition, the two at-grade concepts that were developed by task force members were presented to DOT and we have given these consideration. We hired HNTB, an independent consulting team that has done several very complex projects for us, and they have taken the concepts presented to us by a member of Livable Streets and the A Better City organization and built those into preliminary engineering, adding lines and grades. That started in June, concept development went through July and August, and they presented their final findings to us in November.

They were to identify means and methods by which those concepts could be further developed and implemented. They were not able to do this without a number of impacts but we are committed to further advancing those to see if we can't lessen the impacts and receive the desired results. The desired results are to improve parkland and access, lower the profile of grades, and look at ways to reduce or eliminate the viaduct structure. This is a movement throughout the whole Commonwealth; sometimes it's possible, sometimes it's not, depending on each site. By doing that, there would be a short term reduction in cost and in the long term for maintenance. The other element is making for cleaner and more direct routes for cyclists and pedestrian activity between Allston, the Charles River and the expanded Paul Dudley White Path and even across the Grand Junction line rail and into Cambridge. These are all the key objectives that are being looked at with at-grade and we're looking how these can be implemented in 3K series as well. You'll see the development of the 3K series and the at-grade concepts that were proposed by the task force and then evaluated by HNTB.

Q: NNG: Where is the Paul Dudley White Path?

A: MO: It's the narrow shared use path that DCR maintains alongside Soldiers' Field Road.

C: BD: Generically it's the path around the Charles River basin.

C: NNG: Your presentation is very Allston centric. People are here because there is an impact on the Cambridgeport side- I don't see that listed as a concern that is being taken into account. Have you been to see what the impact of the turnpike will be on this neighborhood- see and hear- and have a sense of why there might be this many people at the moment? It's not because we're all eager to get on the Paul Dudley White Path on the other side of the river. Has there been an assessment of existing conditions so you can shoot for improvements.

Quality of noise has changed since erection of the BU dorms. This use to be a quiet place and now it sends all the sound of the turnpike over here. It would be nice to see Cambridgeport listed as a priority for minimizing negative impacts and maybe going in a positive direction.

A: MO: I don't know how many of you were able to attend the Public Information Meeting but these concerns have been relayed to us. What I see as a major condition is noise and air quality issues from the turnpike and Soldier's Field Road. The other impact I see is what's going to happen during construction- I can see that really being a cause for concerns on both sides of the river. We're looking into that. There's a long way to go. We have 3 alternatives that we need to advance. It's through the MEPA process that we'll get into noise, base levels, noise receptors, and existing conditions, and we'll utilize that information and calibrate the model to dictate what noise will likely be in the future. Air quality is done through that process as well. That will be air quality not only on the Allston/Brighton side but it will have an impact on how traffic is moving on Memorial Drive. I recognize it's a large project and likely will have impacts; those will start to flesh out as we start to develop the environmental impact report.

C: NNG: With all due respect, I don't know what you're talking about, when you're talking about the JK and 3K.

C: NNG: Well let's hear about it.

C: NCC: I note that we've been joined by City Councilor McGovern - thank you.

C: MO: And Representative Livingstone as well.

C: NNG: That was former Mayor Davis who just spoke.

C: NCC: Yes, I was just getting to that. I want to talk about shared priorities. As with any MassDOT project, we want to improve safety for all modes; walking, cycling, driving, and transit. We want to re-align I-90. The kink you have in the turnpike that makes space for the toll plaza won't be needed in the future so we can straighten it out. We want to have a context sensitive design, better integration of the interchange with the neighborhood. That's for both Allston and Cambridge. We want to avoid inducing cut-through traffic- On both sides of the river. We want to reconnect sections of Allston to each other and the river- that's a bit Allston specific. Protect the neighborhood during construction- your neighborhood. A more vibrant Cambridge Street. Accessibility to transit and West Station- you have the Red Line in spitting distance but we would like you to be able to get West Station too.

Infrastructure funding issues: funding is a big issue associated with the project. We are cruising forward as one unit to go ahead together. Ultimately, it may be constructed in pieces because we're not yet sure where all the funding is going to come from. For the highway interchange pieces, we do have dedicated revenue stream from the turnpike tolls. That has to go to the highway component. In terms of the rail transit, community place making, all of those things, we need to look for other funding sources.

You may have heard from one person or another that if we can get the cost of one aspect of the project down, more money is left over for something else. It doesn't work that way. You may have seen some numbers thrown around for the project cost, about \$460 million for the whole project. If we were able to get it down to \$400 or \$350, those funds will go somewhere else that is not in the project: it could be Cambridge, it could be Lowell. Just keep that in mind.

This is 3J- just to remind you and orient you. Park land here right now is fairly skinny, and we're working to take Soldier's Field Road, move it over away from the River and add more parkland along the Charles<sup>2</sup>. That's in 3K as well. Some of the other concepts that are being pursued do not allow for the shift of Soldier's Field Road.

What is 3K? We had a lot of comments from the task force, the BRA, Harvard and the public about trying to get the overpass lower. When we first brought out the 3J concept, we had the first connector road high, the next was low, and then high again. People didn't like that so the 3K series responds to that. The thought was how we could have better development close to the river that won't be cut up by the ramp system.

These are major components of 3K and I want you to think about those shared priorities. You do get the realignment of the turnpike; it does include replacing the viaduct; it includes dedicated pedestrian and bicycle infrastructure; it includes improvements at West Station and it's associated commuter rail support facility.

Soldier's Field Road is shoved over right to edge of highway system which allows you to expand that strip of parkland along the river- an average of 24ft. There will be new greenery and new space for pedestrians and bicycles.

We provide north-south pedestrian and bicycle connectivity from Commonwealth Avenue, across the parcel, through station, and providing a connection out to Cambridge Street.

Q: NNG: Is the viaduct moving closer or further from us?

A: NCC: The viaduct is in the same position, Soldier's Field Road moves away.

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<sup>2</sup> At this point, there was applause from meeting attendees.

This is 3k-4, where MassDOT is at right now. We're fond of this because of input from the bicycle community that this gives a particularly good connection into the Lower Allston neighborhood. This includes Soldier's Field Road pushed away from river, new green space, a new pedestrian bridge picking you up here and running you into the parcel. You are then able to make connections as a pedestrian or cyclist into the neighborhood along any of these connectors. You can also connect to West Station and drop to the neighborhood towards BU either along Malvern Street or Babcock Street and this is what we call our "no dismount" bicycle connection. It has a 1% grade coming up from Harry Aggains Way up to the station. We do have a shared use path connection along the back of the station allowing pedestrians and cyclists to make connections there as well.

Q: NNG: Is there a way to have a side-by-side of J and K?

A: NCC: Not on this presentation but it will be online soon and you can print them off.

Actually, here you go- but it's not the whole thing. For 3K, the connector street elevations are flipped from 3J so the outer two are low and the inner two are high, giving it a lower profile looking from the Cambridge side. We can lower the east overpass by about 10 feet. That makes a difference for bikes and pedestrians climbing up from Cambridge Street to get into West Station. That's a big pedestrian and cyclist transit accessibility improvement.

A lot of people have talked about getting West Station lower. VHB is a member of our consulting team working on West Station- it is about as low as it can get and still provide adequate space for trains to get in. It can't drop any further and still provide connections that are needed for trains and buses. As we look at the at-grade concepts, even if we get the viaduct down to the ground, there are still elevated components to the project. Again, that is just something to keep in mind as you learn more about this project.

3K provides a more natural profile. These are just some of the ramp connections. I imagine many of you still use the turnpike. If you're coming from the west getting out east, you can get out to the south connector on Cambridge Street or Cambridge Street itself. Now, the highway is connected to Cambridge Street at two critical connections and everything has to funnel through there. One goal of this project is to break that traffic up so it's not so concentrated and give the area a more urban feel. If you're coming from the city westbound, you again have two options to get to either Cambridge or Allston and you can use Cambridge Street South. Eastbound heading on, you have two options to get on from the neighborhood, down onto the viaduct.

Q: BD: Could you talk about people getting on from Western Avenue?

A: NCC: Absolutely. Up here is Western Ave. So you would come into the parcel, drop onto Cambridge Street, make a left turn, drop down, get on the ramp and head to the airport.

Q: NNG: Would you back up a slide? Is that ramp closer to us? Is it elevated?

A: NCC: This is on the ground. That's on retained fill but most of this is flat. What 3D does is take the two elevated ramps going to West Station and centers them in the parcel so there's a "natural" hill. The outer connections are flat.

Q: BD: Could you point out Stadium Way and East drive?

A: NCC: Those are up above the north connector ramp right here. I haven't mentioned them yet and Mike, our project manager, should probably be the person to weigh in on that. Stadium Way and East Drive are 'proposed roads by others', associated with Harvard University. They are the ones who would construct them.

C: BD: They are valuable access points that people want to see as alternative routes.

Q: Henrietta Davis (HD): Could you show the existing conditions?

A: NCC: Sure. Here you can see the aerial behind the colored stripes. The current viaduct is here. The mainline of highway bends up here and heads out here. All of the ramps are tightly tied together. The ramps from the west come off and head towards Cambridge here. Folks getting off heading to Allston have this loop around here.

What have we done in terms of traffic? CTPS planning staff have been working us and they manually reassigned with our staff from Tetra Tech the 3J volumes to 3K volumes. We have more work to do in terms of traffic. We are watching whether this alternatives processes traffic appropriately. We want to make sure that drivers are not using Allston or Cambridge when they should be using the turnpike. One key difference is that because these middle connectors are high, the distance between is shorter- about 200 feet of queue storage. The westbound queue actually gets a little more space.

I'm getting to the train piece shortly. We like 3K. I'm pushing for 3K because my wife's name starts with K. More importantly the community likes 3K. It's a little less flexible for traffic but it allows for other benefits and we think we can handle it. You may have heard people say this project is all about the cars- it's not all about the cars.

Q: NNG: What's happening with tolls?

C: NCC: The tolls will remain. However, that is through an independent project that is moving us to all-electronic tolling where you just fly under. I don't want to speak for the all-electronic tolling people because I am not a part of that project, but as you go to open road with less of a slow down for the toll, you get less noise and air pollution. I don't want to take credit for that though- it's a different project.

Q: NNG: You said that you would lower West Station. From where are, will we see West Station above the viaduct or is it on level with the viaduct?

Q: NNG: What is West Station?

C: NCC: I'm getting to that. West Station would be a new commuter rail connection along the Worcester-Framingham Line. It would provide connections to downtown and will not preclude possible future service over Grand Junction. This station would accommodate this, but it would not be a part of this project.

Q: NNG: Which community was pushing for this?

A: NCC: The Allston community. But bear in mind it would benefit everyone. I know there are a lot of emotions about this. I don't want to talk about it too much because we're not doing that as a part of this project. I know the Red Line is crowded. Another transit connection I think would benefit folks not just in Allston.

Q: NNG: It would take you downtown?

A: NCC: Correct.

Q: NNG: Don't slide over that. I'm not opposed, but accommodating that concept could mean having commuter trains across the river? It permits that?

A: NCC: Possibly in the future. It's not our goal with this project.

Q: NNG: Will it be higher than the viaduct?

A: NCC: That depends on which alternative we go with.

C: NNG: There's no benefit to us.

C: NCC: There is the potential benefit that Soldier's Field Road moves further away from you. There is a full noise study associated with this and I would suggest that if you look at project website, the notes from the October 29<sup>th</sup> task force meeting. There is a discussion by some noise experts talking about different noise levels and profiles associated with the different options.

C: NNG: Noise is a critical issue. To direct people in this audience to something on your website when we haven't had a meeting in a year is not adequate.

C: NCC: I have a slide that summarizes this. The reason I am deferring is because I am not a noise expert and it is a very difficult issue. I want to direct you to experts. I would like to hold questions to end. I have a lot more to show. I'd like to have time to talk about the at-grade concepts.

Q: NNG: Can you just tell us the distance from here to West Station? It seems to be behind the Super 88, which is rather far for people here. Are people in this audience interested in this station?

A: MO: If I were to put a distance on it, I would say about 2,000 feet from the Double Tree Hotel.

Q: NNG: So at least a mile from here?

C: NNG: Look at where the BU arena is.

C: NCC: I'm going to skip unless you want to talk about it. It's a vehicular connection- it's something people in Allston are interested in.

One thing we're beginning to look at is the green space associated with the project. The space here is the Paul Dudley White Path park land. With the shift of Soldier's Field Road, there would be 24 additional feet on average. There is a connector for bicyclists and pedestrians bringing you off of the Paul Dudley White system with bridge access to the cycle track and gets you into the Allston neighborhood this way. For folks traveling back and forth on Cambridge Street, we're proposing cycle tracks. There would be the opportunity for new greenery and a new off-street bicycle facility.

Here's what Cambridge Street South might look like with separated bicycle and pedestrian facilities, at a human scale.

Here's a regional connection slide. We want connectivity across West Station, the commuter rail support station, and the highway. Bicycle and pedestrians can come off the pathway system, over Soldier's Field Road, into the parcel, and make connections to BU. If you come from Cambridge by bicycle, you can cross the river and use the cycle tracks to get over to BU or Brookline, assuming future connectors that may take a while to slot in. If you're on a bike, that helps you avoid having to go around the parcel.

Q: NNG: What would stop bicycles and vehicles from using the BU Bridge to get to West Station?

A: NCC: There's nothing to say you can't.

Q: NNC: But why would you? The rail yard is enormous.

C: NCC: You certainly could.

C: NNG: But there's a major traffic problem at the rotary that will be intensified with West Station.

C: NCC: I'm going to charge ahead. There's no reason you can't take the BU Bridge. However, the rail yard is quite large- this connection allows you to go over it.

Some other connections include Harry Agganis Way, which cyclists can use with no dismount, gentle slope, and a wide median.

Here is the existing Soldier's Field Road. There are two travel lanes each direction. Opposite Magazine Beach, it's just a landscaped slope into the river with the pedestrian and cyclists path at the top. With 3K, Soldier's Field Road is pushed away from the river, allowing space for real landscaping and

creating separated bike and pedestrian paths. Let's talk about what that would do for you? Trees have a sound buffering effect. Not to minimize sound but a little bit of visual masking tends to help too.

We've talked a lot about choosing a scheme that allows for place-making and a human scale. A place people want to go and not just pass through.

We want to enhance pedestrian bridges. We have a specialized bridge architect on board. This is one of her early concepts for the Franklin Foot Bridge. We've been looking to reconnect Franklin Street. Here are some of her schemes to give you a sense of what we're thinking about.

We've talked a lot about bikes and pedestrians. MassDOT has its new guide on protected intersections out and we are looking to implement this as part of the project. The goal is to help people move around with modes that are not cars.

Q: NNG: What's the conversation about a pedestrian and bicycle path over the Charles River?

A: NCC: One issue with the entire Charles River Basin is that it's a designated historical area so we can't add a new bridge without a fairly intense reason for doing so. We're trying to get the best bicycle/pedestrian accommodations within the network we have without starting to throw new structures around. Interim improvements as part of another project at Soldier's Field Road and River Street are also beneficial. I'm going to keep going. I want to have enough time for QA.

West Station and the commuter rail support facilities. One problem with the commuter rail system now is it doesn't have adequate storage space during the course of the day. As a result, trains either float through the system empty during the day or are run to the end of the line. Within the realigned area of the turnpike, we want to build a facility to meet those needs. The facility at West Station would be four tracks and two platforms that will be accessible from the north and south sides of the parcel. Trains would be on the bottom; bus connections on top with layover space, which is something MBTA buses need as well and don't have a lot of; for those of you coming Cambridge by bicycle, we would have bicycle cages. There would be connections down to the neighborhood for bicycles and pedestrians and a shared use path along the back of the station.

Buses would make their drop-offs on top and the train tracks run through the station. At one point we were considering a three level station with a mezzanine space. We didn't get any affection for that so at this point it's only going to be a two level station. A goal is to drive transit use. Many commuter rail platforms are quite skinny- we want to make these platforms wider, around 27 feet wide so they are comfortable to use.

Here are some views looking into West Station. This is the bus loop and Agganis Way coming up. Here you can see connections out of the parcel, over the turnpike and to Cambridge. This is Agganis Way, the no-dismount connector. Some of the profile views show what it might look like from Babcock Street. This is very close to the Green Line- we want to make sure that people getting off and on the Green Line can look down Babcock and see the connection.

You mentioned noise. I'll skip to noise in the study. We know we'll have noise impacts because of what's already been done at the Wadsworth and Pratt Street areas in Allston. I want you to see the commitment we're making to noise; we're taking it very seriously. I want you know we will here too. It's a concrete noise barrier system that places sound walls between the tracks, a sound wall, and then a buffer. We take it seriously. They're about 20 feet above top of rail line and then space between buildings.

C: NNG: That noise will be funneled to Cambridge.

C: NCC: The idea is not to funnel it back to Cambridge.

C: NNG: You have a hundred buses and 50 trains.

C: NCC: Please wait a minute. The buses laying over would be during the course of the day. For the rail yard, we're looking to have a lubrication system at both ends where trains come in and out. The track gets greased which helps mitigate any squealing. We're also looking at welded rail through the space of the parcel to get rid of that click-clack noise.

C: NNG: What about diesel noise.

C: NCC: Diesel noise- they tend to hang out and idle. We will be introducing electric service to the parcel and the yard. The reason locomotives idle is to stay warm. We'll have a plug in station. It's basically a block heater.

Q: NNG: So there's not going to be any idling?

A: NCC: I won't say there will be zero idling. There may be a short period of time before a locomotive goes into service. But we're trying to introduce electric services to get rid of overnight idling. I would note that this yard is thought of as a mid-day layover space, so trains aren't going to be hanging out there over night much. It's a middle of the day space.

Q: NNG: So why is there a wall protecting Allston from the noise and not Cambridge? The noise is exacerbated when it travels across the river.

A: NNC: I'm not saying there won't be a wall, but I'm showing this example because we know the configuration. Anytime you touch something like this, it has to be brought up to code. The wall I am showing you is related to the South Station expansion project. This space has already been identified with that project- that's how I know what the wall would look like. Your noise study hasn't been done yet so I can't show it to you but will be done as part of the environmental process in 2016. I can tell you Magazine Beach will have a receptor, as will Cambridgeport. I have passed on ideas of height and projection. The point is we know we have to do this for you. I show this not to say Allston already has something good. I'm showing it because I want to show the kind of barrier.

- C: NNG: In Allston, you are improving some conditions better than they exist now. And when you do your noise study of existing conditions, you have suggested that you will try not to worsen conditions. I would suggest that you might improve conditions. The noise that projects from the train is sometimes loud.
- C: NCC: Anything we can make better, we will. I don't want to get too much more into noise because I am not the expert. We will do the study. We will have receptors. You will get some noise benefit from straightening out the turnpike and the automated tolling system. There are lots of tactics that can be used.
- C: NNG: But we'll have 20 trains and 50 buses.
- C: NCC: Again, 50 buses are already running on Cambridge Street.
- Q: NNG: How will they simulate current projecting across the river?
- A: NCC: I don't know exactly what they put in the model. What I can tell you is that we have three concepts. We have 3K, we have a concept advanced by ABC that essentially drops everything onto the ground, and a concept advanced by Ari Ofsevit who might join us, that drops the highway to the ground and puts the rail on a bridge. Each and every one will be thoroughly evaluated for noise, in this neighborhood. That's all I got.
- C: NNG: One technical point. From River Street west is technically Riverside. They should also have noise study as well- they're not technically Cambridgeport. I want to make sure they're included.
- C: NCC: Duly noted.
- Q: NNG: Have you done any shade studies? And what kinds of trees and growth will be supported?
- A: NCC: We have CSS and MassDOT landscape architects working on this. As we get deeper into this, yes we would look at tree specific studies and survival. There are trees there today, there's enough sunlight. They would pick tree types that are able to thrive in location in terms of climate, traffic and avoid having monoculture. Older road projects had the same tree over and over which presented a liability in terms of diseases. Once we get the design down, we'll get into landscaping tree types.
- Q: NNG: Can you give us a timeline?
- A: NCC: Yes, here we are. We're here at the end of 2015. We're going into 2016- we have environmental filings ahead of us. There is additional work to do at the federal and state level. As part of that, we'll be doing the noise study, which I know you'll all read with avidity. Procurement means when we provide a package to contractors so they can bid for the job. Anticipated construction date is 2018. We still need permitting, funding, advertise, bid, get a contractor, but we're aiming for 2018. We need to figure out what we're going to build with the three concepts we have. One thing we'll talked about a lot is

constructability and as we build and stage this thing, what does that do to existing auto traffic. Where does it make traffic go and what does it do in terms of noise? All of those things will be wrapped in for both Allston and Cambridge.

While I have you, let me present to you the Cambridge-specific slides. The Morse School is right here. The intersections we're looking at are here at Memorial Drive, here by the Double Tree Hotel, the one up by the steam plant. MassDOT has done a lot of work on those bridges. We know they operate as a pair. We're also looking at the Anderson Bridge, JFK Street and Memorial Drive as part of the study area. In the meeting I went to with Cambridgeport neighbors in 2014, I asked about this intersection down here. I got no love for that. I'm hearing tonight that this needs to be considered.

C: HD: You might want to make sure all of the study area is actually in the picture!

C: NCC: Well this is focusing on Cambridge.

I also have a slide about the BRA process that is ongoing. It is a parallel effort to ensure that the project does that following things: integrates with the Allston community; reads as a district of Boston; is a place people enjoy; supports a range of successful outcomes in a number of areas. They will have their input to us by next spring- so we can see what tweaks should be made. If you want to participate we can provide ways for you to get involved. Before I toss it open to you, do you want to see HNTB's at grade concepts presentation?<sup>3</sup>

Ok. Mike mentioned HNTB- this is a shorter presentation. There are two at-grade concepts. Most of them concentrate on 'the throat'. That is the I-90 viaduct section where if you're on the turnpike west and you're down with the buildings around you, you rise up onto the viaduct, and then into toll plaza. That's where they're mainly looking at.

For 3K, we're keeping the viaduct. It will be realigned but still there. The tracks are beneath. In ABC's concept, all modes are at grade. Soldier's Field Road is next to the turnpike, which is next to the railroad. It's pretty tight. The amateur planner concept brings the Grand Junction Bridge across the river; the train tracks rise up and make their turn over the highway on an elevated structure.

HNTB was charged to find ways to see if they could stage these concepts, if they were feasible and provide a cost comparison. Based on HNTB's back of the envelope work, these things are buildable but have some staging issues. One may be more expensive than ours, one less.

The places these concepts focus on is here at the throat. The rest of them tie into the parcel as it is using option 3K4. When I say at-grade, in this space here, there is a portion that has to stay up because of the train tracks. In some respects, you can think of this parcel and the infrastructure in it like a balloon: if you push it down at one spot, it pops back up elsewhere.

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<sup>3</sup> A number of people responded "yes."

3K-4 has a 2,500 foot long viaduct in that throat space, keeping the railway lines beneath the viaduct. If you've been by the Double Tree Hotel, you may have seen Houghton Chemical. Bruce Houghton is on the task force- he is staying put. So we are continuing his rail service. With 3K-4 we can shift Soldier's Field Road up against or underneath the viaduct to create additional parkland on the Boston side of the river.

Q: NNG: Is the viaduct the same as today?

A: NCC: It's a little bigger. It's not going to add additional travel lanes but a problem today is that there's no shoulder. We need a place for water and snow to go and we need space for disabled cars to pull over out of traffic. There was recently a fatality out there because of a lack of shoulders so there is a valid reason for it to be expanded. Shoulders are needed. There are efforts being made system-wide for breakdown lanes and shoulders.

Q: NNG: How much wider?

A: MO: About 15 to 20 feet overall.

Q: NNG: But the same length?

A: NCC: Yes.

Q: NNG: The rendering from before had a pedestrian shared use path. Where is that?

A: NCC: Remember that these renderings are by HNTB. They are not by Tetra Tech. Their focus is in here.

C: NNG: You were showing trees and...

C: NCC: That's still the case. They were doing these quickly for comparison purposes.

Q: NNG: What about that empty space?

A: NCC: Everyone asks about that. Some people ask why you can't put Soldier's Field Road in that space. HNTB was tasked to do a review. In some earlier presentations we put a big "x" in that space. That space under the viaduct is only for a short distance. It's not consistent for length of viaduct.

Q: NNG: Regarding the viaduct, I understand you cannot answer questions about sound. But already sound from the turnpike travels across the river and permeates the neighborhood. You stated that money for the road improvement has to be dedicated to road improvement. Does that include possible sound barriers along the edge of turnpike?

A: MO: That would have to be a condition we look at with regard to where the travel lanes are. We have to identify the noise generators. It's possible, depending on the noise study. Once we do the model, we have to determine where reductions of noise can be accomplished, how to accomplish it and the cost.

C: NNG: Nothing is mentioned about noise barriers on our side of the turnpike.

C: NCC: That's because we don't know what they're going to be.

Q: NNG: But why do you know that Allston is getting sound barriers and you don't know whether Cambridge is?

A: NCC: That's because, as I mentioned, those sound barriers I showed you are associated with the South Station Expansion project. The rail yard is tied to a different project. They have already done their noise study for that project. That was just an example of the type of barrier that could be used. It was just shown to tell you that when the study is done, we take it seriously.

C: MO: There was a commitment made from a different project that we have to honor. For this project we have to consider noise from the highway, the noise from the new station, and the layover yard. We'll look at all of that in the study.

C: Tim Halle (TH): It's also worth mentioning that people in Allston live 12 feet from the railway line and 50 feet from the Mass Pike and it's possible that their need for noise abatement is greater than ours.

C: NCC: That's why we want to have the study. This is the ABC concept. It places as much of I-90 as possible on the ground. Remember I said something would always have to be raised? This pushes I-90 down. But then it comes up on retained earth so that the Houghton Chemical line can come underneath. We also have the access road for the train yard below that. That results in a 1,400 foot retained fill section, about 25 feet tall.

Q: NNG: How high is the viaduct?

A: MO: Today it is about 25-30 feet over the railway.

C: NCC: The trains can't climb or corner very well. They need gentle turns. To have everything fit with manageable grades, we'd have to drop some rail into a depressed area.

So this concept is pretty tight. The Paul Dudley White Path only has about 10 feet and there is no green space. It's on a cantilever structure out over the river. Soldier's Field Road includes 10 feet travel lanes, same as it does today. I-90 has 12 foot travel lanes, minimal shoulder, and a 3 foot median. There is a 2-track provision for future service to Grand Junction and a 2-track Worcester Line.

This is the retained fill structure. From Cambridge, you are looking across at this 25 foot high berm over 1,400 feet. To make this work, we have to lower the rail lines and drop them about 8 feet deep over 1,500 feet. There are some resource impacts. You chew into the Charles River and put things out over

the river. The space for bikes and pedestrians is limited. Not much to be done in terms of enhancing green space.

I don't see Ari yet so I'll talk about his concept. This pushes an interesting geometry. You have a depressed commuter rail line, and a 2,100 foot long Grand Junction viaduct. From Magazine Beach, you would be looking at Soldier's Field Road on the ground, a portion of the turnpike on the ground, portion of the turnpike raised, and the viaduct for the Grand Junction line. The Paul Dudley White doesn't have much additional room, Soldier's Field Road remains is as it was, one turnpike lane will be on the ground here and one tucked under the rail line. Here's the Grand Junction viaduct and then you have commuter rail tucked in here. Not much you can do for improving things on the turnpike. This requires dropping the Worcester Line about 14 feet over a distance of roughly 2,000 feet.

Q: NNG: West Station serves Grand Junction and/or another line?

A: NCC: West Station would begin life serving the Worcester-Framingham commuter line, any freight trains that need to get to Cambridge or Chelsea, and it would provide bus service. There would not be service on Grand Junction immediately.

C: NNG: But West Station *would* service Grand Junction if it happens.

C: NCC: It could.

Q: NNG: DMU's?

A: NCC: Could be. People have talked about it. But given the Green Line expansion's up-in-the-air status right now, I don't know. DMU is diesel multiple unit. It's like a more robust Green Line trolley but powered by a diesel motor. It used to be very common to provide DMU's for commuter rail duties.

I'm going to go through each of these. HNTB took a first pass at how the concepts line up against each other. This is all three lined up for comparison. For the highway cross section, the ABC and amateur planner concept, you're not able to make much improvement to the turnpike. With the Worcester Line, the ABC and amateur planner concept have to drop into cuts. With that you begin to enter ground water table raising issues for pumping and long term storm water resiliency. You can keep two tracks for both. For 3K-4 it stays pretty much where it is. For Grand Junction, you have a rail viaduct and you have to deal with bridge modifications for the ABC concept. With the amateur planner concept, you have a flyover, rail viaduct and bridge modifications. 3K-4 has no real changes. With Houghton Chemical, you can maintain access with all of them. You have an underpass with ABC, a structure with amateur planner concept and no change with the MassDOT concept.

Q: NNG: Isn't there a way for MassDOT to take the Houghton Chemical line with eminent domain?

A: NCC: You can't take a rail service- that's a federal right. Mr. Houghton receives his raw materials by rail. The right to deliver/receive- can't just be discontinued. It's a lot more complicated and he has

expressed his desire to continue operation. DOT has a very respectful approach when it comes to other people's property. Until Mr. Houghton tells us differently, he has a federal right to keep his rail service. We respect that.

With West Station, there are some platform shifts. With 3K-4, we have tried to optimize distance from housing and commuter rail operations. The amateur planner concept pushes the platforms 260 feet to west, which begins sliding into the next station.

C: NNG: It's quarter of 8. I think we would be more interested in asking questions.

Q: NNG: Will that be available to those of us who might want to have seen the whole thing?

A: NCC: Yes it will be on the web.

Q: NNG: Could you go back to slide with BU bridge? I think Susan's comment about the path of desire from people from the east wanting to go on the BU Bridge to get there is important. We have serious traffic problems. That should be studied.

A: NCC: I raised that a year ago and it fell on deaf ears. Maybe people didn't understand. But now we hear otherwise. Duly noted.

Q: NNG: I'm by the BU Bridge. Regarding after the project is complete, have you done impact studies to see how traffic will change coming to and from I-90 for River Street and Western Ave? It is horribly under-designed place right now with traffic jam every afternoon, every day of the workweek. I can't figure out how you're getting on and off I-90 (at another time you can show me). I trust you already have or will be doing traffic studies and I am curious how those three bridges will change.

A: NCC: That's exactly what we're doing. We're working with CTPS- they have a very complicated model that they run. We've been working with them. Yes, we look at the future and how behaviors will change. Once we pin down the concept we'll go into more detail.

C: MO: Over the next 20 years there is likely to be an increase in volume of 15-20%. People will dispute the model but it's what we use and it's what most people have come to accept as a reasonable projection. We are assuming development in Beacon Park Yard as Harvard has outlined to us. Does that mean volumes will increase on Memorial Drive? Yes. One of the biggest demands on the interchange is development going on in Cambridge, Lechmere, and Somerville. Those private developments are attracting people- that's good and bad. The development proposed here adds 7-8 million square feet of development so a lot of people trying to get around. That's why we're trying to improve all modes of service to meet this demand.

Q: NNG: I don't remember the timeline slide. Construction is beginning in 2018? That will bring noise we haven't heard yet and will go on for 4 or 5 years.

- A: NCC: Right now, I'm working on the construction of Casey Arborway near where I live. MassDOT has stringent noise protocol. There are three levels of noise barriers that contractors have to adhere to for the time of day. Those noise limits are enforced by the resident engineer, the on the ground commander for the job. When we look at construction staging, we talk about neighborhood protection.
- Q: NNG: I know people near Longfellow bridge project. That has been an agony. Granted they are closer to the bridge, but they have been miserable, no sleep. The noise standards are not sufficient. Noise barriers, the noise at night and so forth. Do you make best efforts or reasonable efforts standards?
- A: MO: We make the best possible efforts.
- Q: NNG: Is that in writing?
- A: MO: The conditions we impose upon a contractor for noise, equipment usage, and times of work, are very stringent requirements to be met by contractor. There are noise levels and equipment that can't be exceeded or used during different periods of day.
- Q: NNG: Do you anticipate nighttime construction?
- A: MO: I would say yes. Sometimes that's most efficient. But they can't use the equipment they use during the day.
- Q: NNG: Could noise barriers be put up during construction?
- A: MO: We ask the contractor to try and shroud what the noise generator is. If it's in one location, we can put something over it, fencing, blanket, etc. There are a lot of different ways to attempt to minimize noise but sometimes it's not effective.
- Q: NNG: The questions about traffic and development- is part of the solution going to be more mass transit? Is West Station to get mass transit from the west towards Kendal Square?
- A: MO: In the near future- the next 20 years- we don't anticipate urban transit or DMU's. We just don't have it in our financial obligations, but the potential would certainly be there.
- C: NNG: I want to see more mass transit to get cars off the road.
- A: MO: Those conversations are happening.
- C: BD: Vehicle connections at Malvern Street allow buses to go from West Station across to the BU side. That's something that is part of the urban rail project. We're still trying to make those connections little by little. You could connect Longwood Medical, this area, up to Central, Kendall Square, Sullivan Square, and beyond. That's something being looked at. Boston and Cambridge are interested; BU maybe less so.

C: NCC: As I answer these questions, I'm going to try to call on Cambridge residents who I haven't yet seen at our meetings in Allston.

Q: NNG: I want to hear about at-grade options. Would the noise be much less?

A: MO: Can you hear me better up here?<sup>4</sup> I'm trying to make a point. Will noise generate better higher? The problem is the water sheet- if you have everything on the ground. If all traffic is at grade, you may have more noise.

C: NNG: That's what I want to hear- noise is a big issue for us so I want to know what will be best for that. But up high, a noise barrier doesn't seem possible.

C: MO: I don't know what the results of the model would be. Water tends to move noise faster across rather than if there were interruptions like buildings.

Q: NNG: Noise is inevitable?

A: MO: To some extent because of the river.

Q: NNG: Would plantings help?

A: MOD: A buffer doesn't hurt but it doesn't offer a significant amount of benefit.

C: NCC: All of these options have ups and downs. Please understand that. We're trying to find the best of everything. Trains that would be using the Grand Junction viaduct would be full size freight trains. Amtrak trains could be serviced. That's a downside. You do end up with a large elevated train.

Q: NNG: The Charles River has been altered by people. Can we change it to add more parkland on the Boston side to make it nicer?

C: MO: Maximizing distance between the noise generator and your homes is the best thing to do for noise and is what we have attempted to do that with expanding the Paul Dudley White Path in the 3K-4 option.

Q: NNG: No I'm talking about infill. It would be so beautiful and could be a destination. My other question is it's all zoned commercial? Harvard?

A: NCC: If you think about the era in which land was made in the Charles River, the shape of the river changed an awful lot. It went from being a curving tidal channel to being the channelized river you see today. The era, however, of filling the river is over. The permitting challenges from an environmental and historical perspective are very steep. I want to note that impacts to the Charles River from an environmental and historical perspective are things we have to think about; both the ABC and amateur

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<sup>4</sup> Here, Mike moved up onto the auditorium's stage.

planner concepts have big challenges because of the environmental and historic requirements, especially the concept where we have to push out onto the river.

MassDOT doesn't decide what people build on their land. That's not how they operate as an agency. That's between the City of Boston and the landowner, in this case Harvard. What they are doing is checking to see if our project leaves the maximum running room for a variety of successful outcomes that create a district in Allston that feels like the rest of Boston. They are not writing the zoning for that area. They're not doing a master plan. That's a conversation for the future.

C: MO: The 8 million square feet will be residential, retail/commercial, institutional, research. We have to take that into account with the traffic model. If it's all school related, there's likely less vehicular and more pedestrian and bicycle. If it's retail, it becomes a destination for more cars.

Q: NNG: I have a question about the Soldier's Field Road relocation. Is the actual relocation within the scope of project?

A: NCC: Yes.

Q: NNG: I understand the constraints in throat. Beyond that west towards River Street, what determines the size of the green space between the River and Soldier's Field Road? What discussion is happening?

A: NCC: The space you've seen associated with 3K-4 is enough room to widen the greens space. Our goal is to widen that enough to provide a place to drop the new pedestrian bridge. We need a space to bring that down and have it connect safely. The discussion of having it wider is similar to the discussion of Houghton chemical. It requires takings. Our approach with Harvard has been the same as other landowners. We respect what they own. We've been trying to take what we need for transportation but not deeply drive into parcel.

Q: NNG: Has Harvard participated?

A: NCC: They are on the task force.

C: MO: They're still in the discussion. We talk with them on a regular basis. The spur rail that feeds Houghton Chemical is right up against the edge of Soldier's Field Road. There's not much flexibility to shift Soldier's Field Road further over and not interrupt that spur line. It could be an opportunity but right now what we're showing is right at the throat location which is where the at-grade concepts were focused.

C: NNG: I'm new to the process but old to area. An observation: some were appalled that the BU intersection wasn't a major thinking in the process. It's been a disaster for a long time.

C: MO: It's in our model. The model reaches out takes in a regional view- from the ocean out to points beyond Route 128. Then it tries to hone in. I do have what the existing volumes are at that location

where the BU Bridge and memorial drive intersect. I don't know for sure what the increased projected volumes are over the next 20 years but I can get it for you readily. That's well out of our scope for this project.

C: NNG: Well I think it should be in the scope. For Houghton Chemical, I'm not sure what else needs to be preserved, but if it's exclusively Houghton chemical, I would look at the cost of taking. You sort of side-stepped the question. It might make sense to do a taking.

C: NCC: Nobody likes a taking. If we can do the project and meet our goals, we won't take property. Cost is a factor and we try not to take people's property if possible.

C: MO: Houghton can continue to operate. He could take in raw materials and send it out over the road. But the volume by bulk in rail is so much better for him than if he's forced to do it by road.

Q: NNG: Why don't you put the spur in a different spot?

A: MO: We've tried to change that so many ways and someone always ends up getting hurt.

C: NCC: One of the advantages of him taking deliveries by rail is that it takes truck traffic off the street and has an environmental benefit.

C: Robert La Tremouille (RLT): Slide 9 please. I have a lot of environmental and transportation experience. Where Cambridge Street comes into River Street is of great value. There are two roads coming in. They have considered an off-ramp from Soldier's Field Road outbound into same area. That would bring traffic off the River Street Bridge and makes that left turn off that bridge no longer necessary. That could be a major benefit to Cambridge. The ABC and amateur planner concepts both have environmental impacts to Charles River. The People's Pike people want rail transportation without concern for the small roads. Last study MassDOT did shows that rail only helps Kendal. 2004 there was a study showing it was possible to get off the Mass Pike into Cambridge onto Main Street. You can imagine what that would do to Cambridge.

C: Renata von Tscharner (RT): Thank you for letting me speak on both sides of the river. I think it's important for the group to know that MassDOT has added the other two options since the last time the people here heard you speak. I am very grateful for that and it gives us many perspectives. I know it is much more work but it expands our visions and possibilities. I would like to address three visions: the urban design vision, how it affects the river, and how it affects Cambridge. In terms of urban design and regional vision, I want you to look at the regional model. In an age where there is so much discussion about public transit, I think model needs to take that into account to see how additional public transit could reduce traffic. To replicate what we have now would be a lost opportunity.

Q: MO: I think what Renata is referring to is what benefit could be realized with Grand Junction?

C: RT: And also the widths of traffic. The streets are going to be so wide because you're assuming high traffic. It's going to be hard to design a neighborhood with these boulevards. The modeling of how many cars is very important because it affects the size of the roads.

C: MO: Agreed.

C: RT: The number of cars will affect noise. I'm glad you'll be doing a noise study because I want to know the differences in the noise impact between options for the river and Cambridge.

C: NCC: All three options will be evaluated.

C: RT: The path should not just be a walking and biking path but should be an esplanade. It should be a counterpart to Magazine Beach. As far as you can go, with Houghton there, should be explored. Green spaces make it a better neighborhood. I know you'll be hearing me on both sides of the river but I'm glad you're studying all the options and with working with the advocacy groups.

Q: NNG: How will we be apprised of where we are in the process for public involvement?

A: NCC: I hope you signed in and gave me your email. Give me your email for the stakeholder database. This meeting was held just for you, by Bill's request. Last week we had a public information meeting and that invite went to the stakeholder database, MassDOT website, newspapers- the Boston Globe, the Boston Herald, the Allston-Brighton Tab, and the Cambridge Chronicle, and as far over as the Brookline Tab. Short of getting a blimp, we try every effort we can to let you know these meetings are happening. I would note that Bill is your task force representative. We also have many of your Cambridge state delegation- they are also on the talk force through either the official or a representative. We don't broadcast task force meetings as much as the public, but you are still welcome to come. If you signed in, you will get the next email.

C: MO: And visit the website. You can see Liz frantically taking all these notes. Those will be posted. They're extremely thorough.

C: NNG: In this process, how do you evaluate what happened tonight.

C: MO: It's what has taken us from I to K for one thing.

C: NCC: I attend all the prep meetings. Liz takes all these notes so that I can sit there and say all the things people want to talk about. When we talk about Malvern Street that was alluded to and Bill mentioned, that came from public comment and came from the environmental regulator agency (OEEA). They said you have enough letters on this so you have to study it. Your feedback is in there. This is what I specialize in. Originally, we started at 3A. Based on public commentary, we've worked our way from A to K. I can show you all the places with community fingerprints on this project. Will there be a meeting specifically on noise? I imagine it will be wrapped into a larger meeting of environmental impacts. But we will be back to talk to you about the noise.

C: MO: I've heard four major concerns tonight: noise, traffic, air quality, and parklands. We can come back as we start to develop the information surrounding those components. Noise will occupy a fair amount of that time. It's very complicated and requires subject matter experts.

Q: NNG: How long to do the noise study?

A: MO: The baseline receptors are out there for 3-5 days, 24 hours. It could change season to season.

C: NNG: Wind plays an impact.

A: MO: You're right. Time of day, season; there are a lot of variables.

C: NCC: And they know that better than we do. Sir, you have the last question and then we'll shut down since we are well past 8PM.

Q: NNG: For the 5-7 years this is under construction, what is getting on and off I-90 going to be like? Will it be closed for periods of time? What I found lacking in this presentation is a traffic study. 5 to 7 years is a long time and then after the project is finished.

A: NCC: We have spent a fair bit of time on that with the task force. It's a bit dry. I already ran out of time tonight rehearsing all the information getting from I to K. When the environmental documents get put out for comments, there will be an appendix where you can flip open a sheet and you'll see the outputs from the traffic model on stick diagram and you can look at every intersection and associate with that how well it's operating during peak ours, if it's over capacity. All that gets calculated. We've taken shots at it for earlier options. We now have to do that for all three concepts. I know it's not in here, but I can reassure you we're doing it.

Q: NNG: What will I-90 accessibility be like?

A: MO: We'll be maintaining all ramp connections. Will it be as easy? Probably not, but we've been surprised on a lot of larger project that people find alternate routes and maybe that's good for people like you in the neighborhood.

## Appendix 1: Meeting Attendees

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First Name	Last Name	Affiliation
Christine	Agnith	Resident
Richard	Bock	Resident
Bill	Boehm	Resident
Brian	Campbell	Resident
Colleen	Clark	CAN
Brian	Conroy	Resident
Julie	Craven	Resident
Henrietta	Davis	Resident
Gene	Dolgn	Resident
Richard	Driver	Resident
Olivia	Fiske	CNA
Preston	Fiske	CNA
Zarrin	Foster	Resident
Debby	Galef	Resident
Colleen	Gillard	Resident
John	Goodman	Resident
Donna	Grossman	Resident
Linda	Haas	Resident
Tim	Halle	Resident
Michael	Higgins	Resident
Sam	Kendall	Resident
Laura	Kershner	Ward 5
Peter	Klineffter	Resident
Larry	Kontos	Resident
Andrea	Kontos	Resident
Robert	La Tremouille	Friends of the White Geese
Mary	LeClair	Resident
Rajir	Manglani	Resident
Walter	McDonald	Resident
Amanda	Milad	Riverside Boat Club

Laura	Moskoqitz	Resident
Judy	Motzkin	Resident
Tom	Norton	Resident
Karen	Norton	Resident
Carol	O'Hare	Resident
John	Sanzone	Resident
Susane	Scholssberg	Resident
Nita	Sembrowich	Riverside Neighborhood Association
Frank	Shinlay	Resident
Robin	Shore	Resident
Melissa	Smith	CAN
Nan	Stein	Resident
Randy	Stern	Resident
Ben	Thompson	Resident
Renata	Von Tscharner	CRC
Paul	Watson	Resident
Mariyam	Wellons	Resident
I.A.	Wellons	Resident
Andrea	Williams	Resident
CC	Wislow	Resident