
To: Michael O'Dowd
Project Manager

Date: January 29, 2017

From: Andreas Wolfe
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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 January 19, 2017

Overview

On January 19th, members of I-90 Interchange project team appeared at the regular monthly meeting of Cambridgeport Neighborhood Association (CNA) to address changes to the project since the City of Cambridge-arranged briefing to Cambridgeport residents in in December 2015. The meeting focused primarily on changes made to the MassDOT plan for the Allston Interchange which took place over the time period noted above and resulting changes to traffic circulation with potential noise and traffic impacts in Cambridgeport. The most prominent change since December of 2015 was a modification at the intersection of River Street and Soldier's Field Road. The modification of traffic would allow for expanded park space along the Charles River and provide a safer path for users of the Charles River Path, but would increase travel times for motorists accessing River Street from Soldiers Field Road. The meeting provided a chance for the project team to receive feedback on these changes in addition to addressing ongoing concerns regarding noise.

To begin, the project team presented an overview of the project, including recent design changes throughout the project area. From there, the project team focused on design changes that most closely affected residents of Cambridgeport. Mostly significantly, this included the proposed modification to the Soldiers Field Road outbound ramp to River Street. Overall residents were mixed on the proposal. Some appreciated the increased park space and thought it was worth the estimated 3-minutes of added driving time for motorists. Others worried that the delays would shift more traffic onto Memorial Drive, bringing it closer to their homes and increasing traffic throughout Cambridgeport.

The next major item of discussion was the transmission of roadway noise across the Charles River from the elevated Turnpike. A few members of the audience stated their preference for an at-grade highway based on their belief that it would act to reduce noise levels reaching Cambridge. Others were glad to hear of the ongoing project to remove the toll plazas from the turnpike, as it would reduce braking movements, and thus noise, from the elevated viaduct in the near term. Several in the room questioned the methods used to measure baseline noise readings throughout the neighborhood, most notably what was perceived as an over

reliance on ground level noise readings versus upper level noise readings. MassDOT and Federal Highway Administration (FHWA) guidelines state that sound measurements should typically be conducted at ground level and that noise modelling is used to predict existing and future noise levels at upper floor balconies for residences within multi-family buildings where there are no ground level areas of frequent human use.

All meeting attendees were provided with the project teams' contact information and were encouraged to reach out with further questions and concerns. MassDOT is currently in the process of scheduling a return visit to the CNA, most likely in April of 2017, to continue the Question and Answer period which was cut-off in the meeting documented herein due to the strict 9PM ending time of the meeting.

Detailed Meeting Minutes¹

- C: Cathie Zusy (CZ): Welcome I'm Cathie Zusi, head of the Cambridgeport Neighborhood Association (CNA) formed in 2004. We are thrilled to have MassDOT come to speak concerning the I-90 Interchange Project.
- C: MOD: Thank you for inviting us; it is a pleasure to be here. We've spoken to many of you before at our previous presentation at the Morse School. I see some familiar faces along with a few new faces. My hope is that you will have a full understanding of what this undertaking is. It's abutting your community, the Charles River, Magazine Beach and affects many of you just as much as residents of the City of Boston. It certainly has come up at our public information meetings that MassDOT isn't giving enough consideration to the needs of Cambridge residents. Bill Deignan sits on our task force and as of recently, Henrietta Davis as well. I can assure you that your voices are heard. Please let us know your pressing concerns, I'm here with Nathaniel Cabral-Curtis, our manager of public involvement, and Donny Dailey, everyone knows Donny Dailey, he grew up here, he is MassDOT's legislative liaison.
- C: Henrietta Davis (HD): Hi I'm Henrietta Davis, a local neighborhood representative. Over the past few months I've been catching up on all the issues related to this project. I thought it would be helpful for you to know the issues to reprise. I know you have heard loud and clear that people are concerned about viaduct noise and noise transmission across to Magazine Beach. Lately, you've been hearing a lot about the roadway configuration from people especially now that access to and from the neighborhood is modified. Bicycle and pedestrian accommodations have been improved, but that certainly requires a robust conversation tonight. There are a few concerns about future use of the Grand Junction right of way not figuring into your plans, wishes for more open space and better access to the Charles River, concerns about construction noise. Lastly, transit improvements, people want to see the construction of West Station and more people taking transit into Cambridge. Ordinarily I wouldn't jump up like this but want it to be helpful to you.

¹ 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.

A: MOD: Thank you. Our goal is to touch on each one of these issues. I'd like to put down first the idea that MassDOT is on a fast track to construction. This right now is just another piece of long community process. We have had lots of input and there will continue to be many chances for input. We have met with a number of agencies, staff from cities and towns and members of the general public. The Draft Environmental Impact Report (DEIR) is our chance to present all this feedback to you in one place. It will be a very hefty document. It will include an assessment of all the potential environmental impacts, all the concepts considered and the opportunities and challenges related to the project. There will be lots of information. Our intention is to solicit information to help draft this document along with the future of the project.

Here is the meeting agenda for tonight. First, the project purpose: It's a deficient interchange operationally and the Allston viaduct is structurally deficient. There is a lot of demand on the structure and we have an extensive back log of repairs. We recently introduced All Electronic Tolling (AET) on the turnpike, which is providing us the chance to modify the existing interchange. There are no more toll plazas, allowing drivers to maintain a reasonable rate of speed through the area. This has brought a reduction in noise due to fewer braking actions. We also currently have safety concerns at many of the intersections coming on and off of the turnpike. CSX recently discontinued their operations at that location. This has opened up space to realign the highway, add development, and as we've heard from many of you, add transit service. We'd like to improve transit service by adding layover space for commuter rail trains during the day and providing space for West Station, which would serve the Framingham/Worcester line.

Shared priorities: We look at this as a chance to create a fully multimodal interchange. We have issues out there currently for pedestrians, bicyclists, transit riders and for drivers alike. We'd like to improve the area for all modes of transportation. It's also important that we protect abutting neighborhoods. We strive to do that for every project, sometimes it's difficult, but we do all we can to minimize those concerns.

Project purpose: We need to replace the existing viaduct, realign I-90, realign Soldiers Field Road, and last, expand the green space along the river and Paul Dudley White Path at what is commonly referred to as "The Narrows". Currently there are two points where I-90 touches down onto the local street network. Our goal is to create four of them and better distribute and direct traffic, while also improving conditions for non-motorized travel.

As many of you know, the land owner is Harvard University. MassDOT currently has easements through the property to continue to allow usage of the turnpike. With that I'll hand it off to Nathaniel Cabral-Curtis, who is handling the public outreach.

Nathaniel Cabral-Curtis Presentation on Project History

C: Nathaniel Cabral-Curtis (NCC): Good evening. Thank you for coming. As Mike said, I'd like to reach out to all those who have joined us before at the Morse School. Listed on the presentation are all the

meetings we've had before. This includes meeting with the project Task Force, which includes both Bill Deignan and Henrietta Davis as your representatives from Cambridge. We have also met with the Brookline Transportation Board and Allston Village Main Streets. When we spoke with you, the Cambridgeport community in December of 2015, we were just starting the placemaking study with the Boston Planning and Development Agency (BPDA), then known as the BRA. This tested the then current roadway alternative, known as Alternative 3K-4, with the idea of ensuring a host of successful place-making outcomes, such as creating a roadway network that will help form a distinct neighborhood and examining the scale of buildings that could be created. Representatives from the BPDA met with the project task force in June and July of 2016 to present their findings. There is much more info regarding that process on our project website, but as I said, I'd like to speed through some of the history so that we can focus more on the issues that directly relate to Cambridge.

First, Representative Livingstone, would you like to say something?

A: Representative Jay Livingstone (JL): I appreciate you coming.

C: NCC: Just now, Mike alluded to some of the changes that came out of the Placemaking Study. We have added a connection between I-90 and Soldiers Field Road. Soldiers Field Road has been realigned and pushed back into the parcel, increasing green space along river. In order to connect the green space to the neighborhood, we've added a crossing at grade, for cyclists and pedestrians, with no bridge and no dismount to connect Allston to the river.

On the following slides you'll see the letters "DNP". This stands for "do not preclude". The current design can accommodate these ideas from the placemaking study, but does not construct them. This includes a roadway connection from Cambridge Street in Allston to West Station to allow for air rights development over the turnpike and reduce traffic within the district. It includes a north-south link for shuttles and buses across the turnpike. It includes building bridges with space around them for passive uses, such as seating and tables. This particular example is from Cincinnati. It includes three new north-south streets connecting the on and off ramps to Western Avenue in Allston. Next, we have three recommendations that are now included in the current design. This includes creating a direct roadway connection from Cambridge Street South to North Harvard Street, strengthening Cambridge Street for early redevelopment and planning for separated bike lanes and high quality sidewalk facilities throughout the district.

Lastly, we have recommendations that were included in the design from the beginning. This includes limiting slopes in new district to less than 5%, something we had in 3K-4, but have improved further upon in the new alternative and organizing blocks in the district for development and creating a framework for adaptable and well sized blocks. When all this is considered, you come to 3K- refined. It takes into consideration, the needs of the land owner, Harvard University, the placemaking standards as outlined in the BPDA report and the recent arrangement for the removal of Houghton Chemical's rail spur.

I was reading previous minutes from 2015 and someone asked back then if we could have simply flipped the rail spur around. To quote Mike from those minutes, “we tried it every which way and someone got hurt.” Under a recent agreement, the rail spur will be going, allowing us to drop the road into the parcel. We can realign I-90 to make it straighter, decrease slopes leading up to West Station and crossings over the turnpike. It allows for adjustments to the street network. Our presentation shows the previous alignment of the highway, and just how much it’s shifted. On the following slide, you can see the realignment of Soldiers Field Road, with the dotted line representing its current alignment. It’s about two acres of new green space.

Q: NNG: How many feet pushed in is that?

A: NCC: At the apex of the curve, its 125 feet from the River.

Soldiers Field Road would pass underneath the new roadway connection at the surface, similarly to what currently exists at River Street and Western Ave. This allows for a bicycle and pedestrian connection to the river. However, that comes with a change at River Street. The current off ramp onto River Street is now accommodated through the a new connection further into the parcel. The following slides compare your existing path coming from Soldiers Field Road, and the new accommodation. I’ll just ask people if they would hang on to questions until the end so that we can get to all the material.

This is what we’d like to talk to you tonight at length about. Today if you are going to Riverside and Cambridgeport from Downtown Boston, you make a right directly at River Street. In the future, you would come off of Soldiers Field Road further south, and take a right onto Cambridge Street from East Drive, a new street within the district. Currently you pass through one signal. Under this set up, you would pass through three. That’s the tradeoff. Depending on exactly how the highway is aligned further south, this would allow for two to four acres of new park space. Displayed on the presentation is a view of the at-grade bicycle connection that we can accommodate and the widening at the narrows.

Shown next are the three new streets to the north, along with the direct connection to North Harvard Street that I mentioned. Our modelling has shown that unless you accommodate these new north south streets, you overrun North Harvard Street with traffic. Along the northern edge of Cambridge Street South through the new district, you have a bidirectional bicycle path connecting you to the river, and of course a sidewalk.

That’s everything that’s changed in the new design. It’s on the handout in the back of the room, and you should all take that home with you.

One of the things we talked about last December, was a big interest in a transit connection across the project area. As part of our filing for the Massachusetts Environmental Policy Act (MEPA), we’ve had to look at this connection for vehicles as well. We have an output on the next slide from the Central Transportation Planning Staff (CTPS). As you can see, the red section shows that a lot of cars would want to use such a connection. Some of the traffic data will be refined, as our new alternative must go through the CTPS model as well. Just to give you a sense, we have a photo of the end of Malvern

Street. It would be very difficult to put all this traffic through here. We analyzed therefore, the various options for sending only transit up and over the Turnpike.

One option would send transit vehicles up and down Malvern Street. However, it would be very difficult to rearrange the Packard's Corner intersection, for those of you who are familiar with it. Another option would send transit through the Boston University campus. The buses could then use either Babcock Street or Buick Street, which would in turn require some modifications. These roads are privately owned and during sporting events, BU flips their direction to aid in removing traffic. The last option would be to provide access to the Turnpike, sending vehicles down the Pike itself.

Next we'll go over what to expect in the DEIR. We are still looking at how to best accommodate the section referred to as "The Throat", the elevated section opposite Magazine Beach. This is the tightest section. Three variants currently exist. First is a roadway viaduct over rail, such as we have today. Second, is a concept produced by A Better City (ABC), with both the highways and rail at grade. Last, there's Ari Ofsevit's concept, who some of you may know, known as the Amateur Planner concept. This has a rail viaduct above an at grade highway. There's a significant amount of analysis to perform, including the effects of each alternative on noise, air quality, environmental justice and economic development and much more.

Now we'd like to move forward to some of the specifics touching directly on Cambridge, notably the removal of the direct right turn onto River Street.

Q: NNG: Could you explain how the left turn is accommodated?

A: NCC: That is maintained at the same location where the future right turn would take place.

The new alignment allows for widening of the Paul Dudley White Path and safer conditions for users of the path. There are approximately 9000 vehicles turning right from Soldiers Field Road to Cambridge Street every twenty four hours, 87 during the peak morning hour and 151 during the peak evening hour.

According to Erik Maki, our traffic engineer on the project, this amounts to three additional signals and roughly three additional minutes of travel time. We've been asked by others if it's possible to keep the right turn and eliminate the left turn, narrowing the ramp. This appears not be possible, since in addition to the 11 feet that is required for the turning lane, eight feet of breakdown space is needed to allow emergency vehicles to navigate around a disabled vehicle. It appears right now to be all or nothing situation in terms of pavement at that location. The Department of Conversation and Recreation (DCR) owns the roadway. We recently went through something similar with them on another project.

The next slide of the presentation touches on the effects to the BU Bridge Rotary. This project is not expected to impact that intersection directly. Background changes in traffic volumes associated with growth and changes in travel habits may increase travel times. We will have new traffic data in

February. If this project introduced a direct connection to Commonwealth Avenue from the Turnpike that could send more drivers through here, but as of now we do not have that connection. Further up at the River Street and Western Avenue Bridges, which I like to think of as the four square, we intend to maintain the existing leading pedestrian interval (LPI) along the path. Those crossings are currently being improved as part of a separate project. These intersections have not changed under the refined alternative, but we continue to coordinate with Cambridge's Transportation Department concerning modifications in that area. Thank you. Next we will have Jason Ross discuss noise.

Jason Ross Presentation on Noise

C: Jason Ross (JR): Hello, my name is Jason Ross and I'm here to discuss noise. First, we will discuss how noise is measured and how noise related decisions are made on this project. When we discuss noise, we are concerned with A-weighted sound levels, measured in decibels (dBA). This is the measurement of sound as it corresponds to human hearing. We need to take into account that we have certain noises that are loud at times, and quiet at others. If a truck goes by at 80 feet, it could have a maximum sound level of 80 dBA. This would correspond to an indoor noise such as shop tools or a food blender.

The maximum noise level is easy to understand, but doesn't address how we feel about noise or how much it irritates us. For that, we look at the hourly equivalent sound level (Leq). Leq is an energy average that measures sound levels rising and falling over time. The loudest hour of sound becomes the Leq value.

If you double the amount of traffic, it creates a three decibel increase in sound. One truck is equivalent to 28 cars when travelling at 55 mph. Sound reduces with distance. When discussing highway noise, sound reduces three decibels with the doubling of distance. In addition, objects such as walls, buildings or other items block noise. When you can't see the source of noise, the noise is attenuated.

We have conducted readings throughout the study area. These are done to ensure that our model is in line with FHWA and FTA standards. From our understanding of what the condition is now, we know if noise increases from the existing condition or if it will exceed certain limits that trigger mitigation. As Mike mentioned, the CTPS traffic data is being updated, which could slightly affect our calculations.

There are places where noise has a greater effect, such as in schools, libraries or in homes. Places where peace and quiet have value. Industrial areas and commercial areas with primarily day time use have less priority. For noise receptors in residential areas, any value above 66 dBA triggers our abatement criteria.

There are a number of receptors shown in the following images. The color represents the noise environment at that location. We strive to make sure that the readings of the receptors are representative of the general conditions of that area. Along the Paul Dudley Path, there are high ambient noise levels, at about 71-75 dBA, exceeding the noise abatement level. Further away at Magazine Beach, the sound is attenuated. Right along the shoreline, the noise just barely exceeds the

noise abatement level. Closer to Memorial Drive, it is below the noise abatement criteria, at least under the current conditions. Future levels may exceed criteria at Magazine Beach.

Receptors deeper into the neighborhood, such as along Granite Street and at the Morse School, are significantly below the criteria. In addition, a number of other streets are contributing to the noise in the area, such as Memorial Drive. Noise level recordings took place in areas of frequent outdoor use, such as porches or balconies. Further up towards Riverside, we looked at noise at all the balconies at the apartments near Riverside Press Park. This is some 500 feet away from the project area, so other roads than the turnpike likely contribute to noise in the area. The orange dots here on some of the higher balconies exceed the 66 dbA noise abatement level. However, it's important to consider where noise is coming from when deciding to place abatement, such as a noise barrier.

Turning our attention to the Paul Dudley White Path, the current viaduct provides some shelter for the path as the structure itself is a bit of a barrier. You can see this when you are on the path itself. As you move further away, such as at Magazine Beach, Soldiers Field Road and I-90 are more visible. It's about 500 feet away, so if we move the viaduct slightly, it wouldn't do much to change the noise levels.

Another concern we've heard is regarding noise bouncing off of the BU dorms and heading back into the community. This phenomenon is certainly possible. However, it is more likely result in a change to the character of the sound rather than a noticeable increase in sound levels.

When noise levels exceed criteria, there are clear guidelines of how to then evaluate various mitigation efforts. All transportation departments nationwide follow these guidelines along with projects throughout the Commonwealth. Therefore, it's important to have a process to prioritize different sites. Any potential noise barrier must be constructible and safe. It must maintain adequate space from the roadway and maintain lines of sight for users of the highway. The expense of the mitigation must be reasonable and cost effective. It must result in a reduction of at least 5 dBA for nearby receptors. A receptor that is high up or where other barriers already exist will be aided less by a new barrier, and may not meet the reduction of 5 dBA. At least one receptor must show at least a 10 dBA reduction. Ultimately after that, the decision is based on whether it is desirable to the community. Each noise barrier undergoes its own public process, which includes a vote to determine if those abutters would like to see the noise wall built.

C: NCC: Thank you. I will wrap things up. We are continuing public outreach. On February 17th, we will meet with the Brookline Transportation Board. The DEIR filing will include the current 3K-refined alternative. We will also include all three alternatives for the throat section across from Magazine Beach. I keep looking out for the ears and eyes of the project. On the project schedule we are currently sitting at the start of preliminary design. Construction is still a few years out and will endure for a while. I encourage everyone who came to sign in if you have not yet. You have all sat like champions. Now we'll move onto questions and comments.

Question and Answer Session

First, we'll take questions from people who I did not hear speak at the public meeting last month.

C: NNG: Hello, I live on Glenwood Ave., on the second floor. I'm guessing your readings are from the ground level, and it's a little louder up there. Also, are your noise levels averages? When those 18 wheelers apply the brakes, the noise level goes way up.

A: JR: To your first point, the noise levels were done at ground level. For our modelling, however, we measure the effect at each unit, so you do see those upper level noise levels accounted for. When you are higher up, you do gain more lines of sight, so I understand it may be louder up there. Over the course of an hour, some of those high level noise events get drowned out. By eliminating the tolls, we are hoping that will reduce the noise. In addition, so should the straightening of the highway. There will be more gradual grades as well, reduce the need for truck drivers to apply their engine brakes.

Q: NNG: Will there still be two bridges over the river for Cambridgeport?

C: NCC: Yes, the Western Ave. and River St. bridges are untouched.

If you are coming from Western Avenue, there's a new road called the North Connector. From that you can access the ramps. Currently the intersection at Cambridge Street, River Street and the Turnpike is very scary for everyone. We are trying to take those sweeping turns out and make everything safer and more comfortable.

Q: NNG: What about access during construction?

A: NCC: Our goal is maintain as much access as possible at as many times as possible. I'm living right next to a construction project now. I know what it's like. We would do our best to limit closures to off peak hours where necessary to greatly expedite the work. Extended shut downs would not be the norm..

Q: Dennis Carlone (DC): Thank you. I'm seeing lots of improvements. This will slow down traffic and make the intersections safer. I'm of the viewpoint that everyone wants the green space along the Charles River to be a bit deeper. Perhaps we could have uses such as an event space? This space should be as thick and active as other parts of the path. There's much more road and much less green overall.

Next, the scale of your intersections throughout are quite large. Perhaps it's also the yellow color, but we need human-scale pedestrian friendly intersections.

A: NCC: I understand your desire to push Soldier's Field Road further inland. There are a few geometric concerns with that roadway if that were done since we still have to get back to the present day alignment at the Double Tree Hotel. That also has implications with landowner, as the roadway would extend further into their parcel. BPDA's placemaking report also had a section discussing the creation of green space within the district

C: DC: We can't control Harvard, but I'm sure they would want a significant waterfront park. I saw a scheme earlier tonight that widens the park north of Cambridge Street as well.

As for noise, as you talk about dbA, it would be useful to have that diagram next to the map of your receptors. Half the people in this room currently don't like a dbA reading of 65. What's the 65 dbA equivalent in real life?

A: JR: A food blender would be 75 dbA, an air conditioner would 65 dbA.

Q: DC: Is that to say that half the noise is above that sound level and half of it is below?

A: JR: For roadways, yes.

C: DC: I suppose it's simply hard to understand what the equivalent noise is based on the numbering.

I'm trying to be quick. I know my time is up. The public living room is the river. Sound is the most important detriment to enjoying that. If you go to North Point, where I did some work, the highway is a nuisance. My feeling is that the roadway should be down closer to at grade where roadway noise isn't as much of a problem.

A: JR: Certainly, we are going to need to look at all those issues.

C: NNG: My question concerns the intersection of Cambridge Street South and East Drive Connector. I'm wondering about potential backups at that intersection. A lot of cars would use that that intersection.

A: NCC: I'll take a first swing at this question, but the rest of the team can chip in. Today, there are two points of entrance to and from the highway to the street network. That creates the large backup you see today coming off the Turnpike. With this alternative, you would break the cars up by creating four access points. Exact counts throughout the area are still subject to revision. However, this is the most lane heavy intersection in the site for the reason that you mentioned.

Q: NNG: Is there an alternative?

A: MOD: The current alternative addresses your concern. We have added the new connection to Soldiers Field Road, which is about 40% of the traffic coming off at Cambridge Street, and that's a significant amount of traffic that we are bringing closer to their destination. Also, the layout of the roads will disperse traffic throughout, providing multiple routes to get to Cambridge Street, so that the intersection you mentioned isn't taking on all the work.

Q: NNG: I'm concerned about the impact this project might have on Memorial Drive. You did say that it wouldn't have much impact. Currently I try to avoid Memorial Drive, and I think most people do. Will more people want to use that because of the extra traffic signals placed coming off of Soldiers Field Road?

- A: NCC: The CTPS model is good at some things and not so good at others. One thing it is very good at answering is saying when people will opt for one route over another. There's much development planned for this area. This project will be pretty much neutral regarding Memorial Drive, but there could be background increases in traffic. We will look more closely though at how traffic gets pushed around in the CTPS model.
- Q: HD: We have always been in a favorable position here in Cambridgeport with our proximity to the turnpike. We are discussing eight different movements here when you take into consideration Storrow Drive, the turnpike and Memorial Drive. We need to make sure that the CTPS model looks at all possible egress to Cambridge. If time increases, we will see changes in behavior. Make sure that you capture all the impacts. We support bike and pedestrian infrastructure, but sometimes we need to get around in our cars as well.
- A: NCC: We've had ongoing conversations with the City of Cambridge Department of Transportation. You really foregrounded the issue very well. There is one perspective we received in Allston that supported enhancing the space in the narrows and taking the turn away. Some in Cambridge may agree with that, others may not. If people feel strongly that the turn needs to be there, please let us know with your comments.
- A: MOD: One thing I'd like to touch on too regarding the delays is that the model we are looking at is an Eastern Massachusetts regional model. It takes into account traffic from across the region, whether its people on I-93, Route 128 or Route 1. This is a regional interchange. Travel patterns from the entire area are considered so that we can identify inconveniences and changes in behavior across the region.
- Q: HD: The question boils down to whether these will be neighborhood streets of gridlock or streets of relatively smooth traffic. I imagine Cambridge will put up with some inconvenience, but not 20 minutes of delay.
- C: MOD: We've spoken with people in both Allston and Cambridge. Overall, including, in Cambridge, the wish has been to have a city-highway style interchange here and not a suburban interchange. This presents the widest range of opportunities for the land. That way we can balance the needs of motorist with the needs of pedestrians, bicyclists and transit riders, and create a whole new neighborhood that conforms to the desires of the land owner.
- C: CZ: We have 15 more minutes for questions.
- C: NCC: Okay, we will keep pushing through these questions, but also want to be kind to our hosts.
- C: CZ: Perhaps it makes sense to take only comments so that we can reach more people.
- C: MOD: We are recording everything you say and taking down all your questions and comments, so we can get back to you.

C: Carol O' Hare (COH): This question is for Jason. I think you were at or home at Glenwood and Magazine. I asked you why then why you were taking measurement at the street level where sound is blocked, rather than higher up. This evening you mentioned that street level measurements were a baseline measurement. Half these people here live above ground level, or more, as there are many three story houses. We can see the Turnpike from our living rooms. It is troubling that you would use the ground level as a baseline reading, and that you will only be taking token measurements of higher levels.

Q: NNG: Two questions regarding noise. It seems based on some of your points, property abutters have the right to petition for an acoustic barrier. Do we have those rights since we are not quite an abutter? My second question, is the Grand Junction Path happening?

A: NCC: Not currently, our project does not preclude the path in the future.

Q: Olivia Fiske (OF): Where are the Houghton gas tanks? Will all that stay?

C: NCC: Yes, but the rail spur leaves.

C: Steve Kaiser (SK): This room has a noise problem. Fans are conflicting with what we're saying. It conflicts with our ability to live. Traffic will do the same thing. I have hearing loss, it's even worse. I didn't find the noise presentation useful. The problems I deal with are the Jake brakes between three and five in the morning. It wakes me up in the morning. You need to get rid of those toll booths.

A: NCC: The toll booths are gone sir.

C: SK: The biggest bottleneck is River Street at Memorial Drive.

C: NNG: I want to reiterate my concern about getting back from the airport. I think Memorial Drive has the chance to be ruined because of this. I do like the green space, but there is lots of data about particles of pollution near interstates. That's not a great play area and that concerns me.

C: Jack Wofford (JW): I live on Magazine Street. I experience our area as a pedestrian, a cyclist and as a driver waiting 20 minutes getting off the Pike. I understand that there are three major alternatives for the viaduct section. The presentation tonight seems to predominantly focus on one alternative. When you come back to us we'd like to see an objective analysis of those three projects and their impact on Cambridge. That would give us a better basis for suggesting improvements.

C: Steve Miller (SM): Hello, I live on Henry Street. I am also on the board of Livable Streets Alliance. I encourage you to push forward with the West Station concept. Creating transit connections will change traffic dynamics and give people a second option. To Jack's comment, if we take into consideration the at grade operations, it could increase green space and lower the height. We should consider this as a combined process. There are tradeoffs. If we had to sacrifice three minutes for park space and a much

more beautiful view, I think most people would be okay with that. A clear demonstration of the tradeoffs would allow people to make that decision.

C: MOD: Our host has asked us to head out. I am only being polite to our hosts and the closing time of the library. Please provide us with our comments and please take down our contact information. I want to thank you very much for coming.

Next Steps

After the meeting, the project team strongly encouraged members of the public to reach out to Nathaniel Cabral-Curtis, the projects public involvement manager, with any concerns. All concerns submitted would be addressed individually. The next public appearance for the project team will take place in February at a yet to be determined date in front of the Brookline Transportation Board at Brookline Town Hall.

Concept development for the project recently wrapped up, resulting in the current 3K-4 Refined alternative that was presented at this meeting and the previous public meeting. Over the following one to two years, the project team will submit the Draft Environmental Impact Report (DEIR), along with all other necessary permitting and will commence preliminary design. Construction is slated for Fall of 2019 and is expected to last approximately five years.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Guilanne	Adelment	Resident
Harvey	Bauman	Resident
Glen	Berkowitz	A Better City
Elizabeth	Bierer	Cambridge Pedestrian Committee
Dena	Brody	Resident
Nathaniel	Cabral Curtis	Howard Stein Hudson
Dennis	Carlone	Cambridge City Council
James	Cerbone	MasDOT
Colleen	Clark	CNA
Donald	Conesman	Resident
Brian and Decia	Conway and Goodwin	Resident
Amy	Cotter	Resident

Donny	Dailey	MassDOT
Henrietta	Davis	Cambridge City Council
Bill	Deignan	City of Cambridge
Peter	Ellison	Resident
Troy	Ellorbe	Pentecostal Tabernacle Church
Sid and Gerd	Emersey	Resident
Lee	Farris	Resident
Jan	Ferrara	Resident
Olivia and Preston	Fiske	CNA
Allison	Geuder	Resident
Decia	Goodwin	Resident
Karl	Haglund	Department of Conservation and Recreation
Lynne	Hall	CNA
Janet	G. Hattas	Resident
Marry	Holbrow	Resident
Wendy	Holding	Resident
Diana	Hunt	Resident
Juan	Jaramillo	Office of State Senator Joseph Boncore
Rohab	Johnson	Resident
Susan	Juretschenke	Resident
Steve	Kaiser	Resident
Larry	Kantes	Resident
Sam	Kendall	Resident
Laura	Kershner	Resident
H.	Lauruns	Resident
Hazel	LeBlanc	Resident
Jay	Livingstone	State Representative
J.	Loilson	Resident
Evan	Lowell	Resident
Lindsey	MacIndre	Resident
Eileen	MacLennan	Resident
Nenida	Marsh MacNiel	Resident
Walter	McDonald	Resident
Steve	Miller	Livable Streets Alliance, Resident
Maggie	Mink	Resident

Galen	Mook	Project Task Force
Judy	Motykin	Resident
Michael	O'Dowd	MassDOT
Carol	O'Hare	Resident
Vilas	Patwardham	Resident
Penny	Peters	Resident
Maureen	Prassas	Resident
Beth and Marty	Reiland and Magid	Resident
Mr.	Rice	Resident
John	Shields	Resident
Carolyn	Shiple	Resident
Bob	Sloane	Walk Boston
Meussa	Smith	Resident
Nan	Stein	Resident
Renata	von Tscharn	Charles River Conservancy
Marco	Werman	Resident
Jack	Wofford	Resident
Andreas	Wolfe	Howard Stein Hudson
Cathy	Zusy	CNA President