



April 30, 2014

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

From: Nathaniel Curtis  
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RE: **MassDOT Highway Division  
Allston I-90 Interchange Improvement Project  
1st Public Information Meeting  
Meeting Notes of April 10, 2014**

## Overview

On April 10, 2014 members of the Allston I-90 Interchange Improvement Project team and MassDOT staff associated with the job held the first public information meeting at the Jackson Mann Community Center. The purpose of the meeting was to introduce the project and its team to residents of Allston and surrounding communities as well as interested stakeholders from beyond the project's immediate vicinity. The meeting also provided participants with opportunity to ask questions of MassDOT's project team. The meeting was attended by over 160 community residents and elected officials including Senator William Brownsberger, Representative Kevin Honan, Commissioner Jim Gillooly, Representative Michael Moran and Councilor Mark Ciommo. The meeting represents one of many which will continue to take place to inform the community about the project throughout the course of the conceptual design phase.

The tone of the meeting summarized herein was largely positive with a number of audience members praising the agency's approach to the project and its willingness to engage the community from the outset. During the question and answer period, many audience members requested that MassDOT look at the Allston Interchange project as a multimodal job with the ability to transform the way in which the Massachusetts Turnpike and its Allston Interchange interact with the neighborhood around it particularly in terms of access to green space along the Charles River and safe connections for pedestrians and cyclists around those points where interchange's ramps intersection local roadways. Concern was also voiced that whatever option MassDOT chooses to replace the current interchange, the changes should reduce the speed of vehicles moving on Cambridge Street and keep traffic from filtering through the residential streets in the area surrounding the interchange. Based on reaction to the discussion of the idea, any early action steps to make Cambridge Street a safer place, especially for cyclists and pedestrians, would be welcomed by the community. Direct comment regarding type of replacement interchange was limited, however, where it was given, the preference appears to be for a smaller interchange which helps to reduce the speed of vehicles exiting the Massachusetts Turnpike.

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

### *Presentation*

C: Michael O'Dowd (MOD): Good evening ladies and gentleman; thank you very much for being here tonight. I certainly know from many of the meetings on the Cambridge Street project and also having met with many of you in the past, I know there is a large interest in this project. First things first, if any

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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 a listing of comments received, please see Appendix 2.

of you have not signed in this evening, Nate has a table out in the lobby; I ask that you please do so. It's important for us to have a contact database moving forward with the project for future public information meetings of which there will be several. My name is Michael O'Dowd for those of you know don't know me. Certainly many of you have worked with me in the Boston area on a number of different projects and I am looking forward to working with you all once again on this project. Before we get started I want to acknowledge the attendance of Senator Brownsberger and Commissioner Jim Gillooly from the Boston Transportation Department (BTD). Let's get started.

I was asked to conduct this public information meeting tonight because of the interest that was expressed earlier back in November to Mark Gravalles who was handling the Cambridge Street overpass project. There was then and is now a fair amount of interest in the project I'm managing right now, the Allston I-90 Interchange Improvement Project. That project encapsulates the idea of flattening and straightening the Massachusetts Turnpike I-90, realigning some of the interchange ramps, and more importantly, addressing the structural deficiencies we have on the elevated viaduct just to the east of the interchange. Moving forward what I'll do is I'll introduce the team that is going to be giving the presentation tonight. To my left is Ed Ionata, to my right is Chris Calnan, they are both with TetraTech Rizzo, they will be showing you the presentation. Keep in mind that this is very preliminary, we're only at the conceptual stage. It's been a few months now since I was last out here. We wanted to get started sooner however, I felt that it was necessary to get the entire design team all under contract so that when we came before you for the first time, you would see the whole team that will be carrying the project through contract documents. Making a verbatim transcript of the meeting tonight is Joe Sakelos from Arlington Typing and Mailing. When it comes to the question and answer period I would ask that you please rise, come to the microphone, and state your name to help Joe get his record right. To my right is Donny Daily with the legislative affairs office at MassDOT.

Tonight we have several goals. Number one is for us to introduce the project to you but also for you to communicate your concerns that you have with the project to us. We recognize the opportunity that this brings to the neighborhood of Allston and its surroundings. This is a very significant project for MassDOT and we recognize the fact that this is also significant to you in your neighborhood. It is important for us to make sure we have an understanding of what we can do that would make this project even more successful and better for the community as well as for us in the transportation network. A request was made of the Secretary of MassDOT, Richard Davey, to convene a taskforce. Many of you may have received an invitation to participate in the taskforce recently. We have a very diverse and representative group of people that we feel and the Secretary feels represents the interest of all the people sitting in the audience here tonight. When Ed goes to do his presentation, a number of the interests that are represented on that taskforce will be shown. It's critical for us that we develop this taskforce because it allows us to work closely with you as a team in a coordinated effort. This will help us assure that the alternatives we develop and later on present to you are representative of your concerns and issues.

We recognize that Cambridge Street needs improvement. Changes there will include safer intersections and pedestrian crossings, a continuity of bicycle and pedestrian access and support for the MBTA service improvements and support facilities. Those are just a small number of the thoughts and concerns that were communicated to me back in November and December by a small group of neighborhood residents and people that live in the area. Public outreach is going to be a very important part of this. Although we are just starting out tonight, maintaining that coordination and communication with the taskforce members and all of you will be ongoing throughout the project. Ed Ionata will be our taskforce facilitator and assisting with the taskforce will be Howard/Stein-Hudson. We feel that we have a good, knowledgeable team for working with the taskforce and we are confident they will help us get good results. With that I am going to introduce Ed who is going to walk you through the presentation tonight. I would ask that if you have any questions, please hold until the end of the presentation. It is a fairly short presentation; there is not a lot of design detail we have to show you. We will give you all an opportunity to speak and ask questions after the presentation. Thank you.

C: Ed Ionata (EI): Thank you Mike. I am Ed Ionata with TetraTech. As Mike mentioned I will be the taskforce facilitator. What we would like to do in tonight's session before we get to the open question and answers is review the public involvement team, public involvement outreach, give you a definition of the project area, some of the reasons for the project, and some potential multimodal transportation improvements. We will run through the project development process and schedule and then Chris Calnan will come up and go over a few early conceptual designs. At this point in the project what we're really looking for, and a couple of people talked to me this before the meeting is, what's important to people and what the major concerns are. These two things become the driving factors behind the evaluation criteria for future designs and future concepts as we home in on what the solution is for this project.

Public involvement will be an ongoing effort through the entire process. There will be constant coordination with all the abutting municipalities, stakeholders, and routine updates on the project website. Shortly the material you see now will be available on the website. There will be web and social media updates, stakeholder database inquires and as Mike said, a large taskforce representing a broad spectrum of ideas, thoughts and concerns. The taskforce team will be made up of neighborhood residents, transportation stakeholders, the City of Boston, educational institutions, medical institutions, community businesses, elected officials, construction industries, civic organizations, and the major land owners in the project area. It will be my job to try to focus that taskforce, come to some conclusions and also pay great attention to all the minority opinions that are out there. It will be my job to gather all of that information and organize it in a process that helps us work through alternatives and comes up with a solution that takes care of everyone's concerns to the fullest extent possible.

Quickly the project team led by MassDOT in collaboration with Massachusetts Bay Transit Authority (MBTA) includes WSP Sells for engineering, traffic planning, highway planning and structural engineering. Public Archaeology Lab with address cultural resources. FXM Associates will oversee socioeconomic analysis. TetraTech will cover for the conceptual process, highway and traffic engineering. GEI will handle geotechnical concerns. Howard/Stein-Hudson has been retained for the stakeholder process, public outreach and taskforce management. Tech Environmental will address noise and air quality analysis.

The project area that we will be looking at is shown here in green. It's roughly bordered by Cambridge Street, the Charles River and the existing viaduct along Soldiers Field Road as you head into town. That is the area we are concerned with. It is not a super tight exclusionary boundary right now but that is the area we are focusing on. A quick tour of the project area because most of you are already familiar with this: we have the CSX Rail Yard, we have all the ramps and viaduct that currently feeds the turnPike into Boston. There is lots of space under the viaduct and a pretty broad project area with, as everyone has experienced, a bit of traffic congestion. Just to give a rough idea to folks, there is a lot of traffic moving through this intersection. You're looking at an excess of over 140,000 through trips moving east and west on the turnPike and roughly 66,000 trips crossing into Cambridge. Both are significant numbers of cars to be handled.

Some of the reasons for the project: we do have some high crash locations along Cambridge Street where there is traffic congestion and a lot of volume moving. We also have additional high crash points including the existing toll plazas which will be eliminated because of the switch to all electric tolling (AET). Other reasons for the project include the viaduct, the portion that runs towards Boston. It's hard to notice sometimes while you're driving on the highway that you're on an elevated viaduct. The viaduct has suffered from neglect, it's been around for a long time and there are deficiencies in the viaduct structure that need attention. Coupling this with the removal of the existing toll plazas creates some opportunities for change. Many folks have read or heard about this, but we are going to AET and the whole turnPike will be tolled with structures like the one shown here. Overhead gantries will be used to collect the tolls or send a bill to those without an EZ-Pass. For this reason, all of the ramp work and all of the toll booths become obsolete and present us with opportunity for improvement.

Other reasons for the project are tied to a number of rail enhancements and MBTA service enhancements. There are planned changes to the tracks in the D-shaped segment on the map behind me which either support expansion of South Station with a commuter rail layover area, the proposed future West Station and the Boston/Cambridge/Somerville rail connection along the Grand Junction Line. Another reason for the project is the opportunity for enhancements to pedestrian and bicycle conditions. Here are a few existing photographs of the project area. There is concern of dealing with existing motor vehicle traffic and difficulties with road and sidewalk surfaces. It really isn't a pleasant place for pedestrians and bicycles.

In summary, we have traffic safety concerns that need to be addressed, the toll plazas are not needed anymore which creates the opportunity to change the Turnpike's path through this area. The viaduct structure is aging, for those not familiar with where the viaduct is, here is a slide highlighting the viaduct with a shaded blue color and rail operations in the orange area. Potential transportation improvements: there is the opportunity to reconfigure all of the local connections, to redesign Cambridge Street, to accommodate the rail, bus, bicycle and pedestrian connections, to replace the I-90 viaduct and to realign the Massachusetts Turnpike from where it currently is to better follow the natural direction of the highway. Pedestrian and bicycle improvements, there is a term in transportation planning called a "Desire Line," and that can be simply defined as where people want to go. We have a strong desire line for pedestrians and bicyclists moving along Cambridge Street and we are aware that this is one of the elements for which we need to accommodate.

The overall project development process which we are at the beginning of now starts with data collection and analysis of existing conditions. What's out there now includes everything from soil conditions to traffic conditions and everything that goes into engineering and analysis for planning in addition to the existing conditions from the view point of people in this auditorium tonight. Development of conceptual alternatives, we will see some of those in a few minutes. Evaluation of alternatives, also an important note to the benefits of this meeting is for us to hear what your concerns are and how they relate to evaluating alternatives. What's important, how important is it and then weighing these important elements against each other to come up with a method for evaluating various alternatives for making the connecting along Cambridge Street. All of those alternatives include functional, environmental, social and natural environments. We'll go through some refinement to reach a preferred alternative and a formal environmental documentation process for both the federal and state levels. This includes Massachusetts Environmental Policy Act (MEPA) and the National Environmental Policy Act (NEPA).

Now we'll get into preliminary design and the plan for this project. Once the preliminary design is complete, the design/build package will go to a contractor. Starting with the preliminary project timeline and where we are right now with the concept development and the spring of 2014. As Mike said at the beginning, the taskforce team will work through three quarters of the year of 2014 and provide input to the conceptual development and input to environmental filings. The environmental review from mid-2016 will overlap with the continued development of the preliminary design and then a design/build procurement process running into the fall of 2017 with construction kicking off in late 2017 and running until 2020. Here are some early concepts that Chris Calnan, Project Manager at TetraTech will walk you through.

- C: Chris Calnan (CC): Good evening everyone. I want to take a few minutes and step you through some of the concept work that has preceded TetraTech and what we are looking at going forward. As both Mike and Ed have alluded to we are really at the beginning stages of this so this is really just our early thoughts about what could happen. MassDOT did release two concepts last fall. They were initially derived from some of the thinking about the AET project coming online and certainly trying to address the viaduct deficiencies. Since then we've prepared three representative concept groups or "families" that we're going to begin to bring forward as a way to get the taskforce and the rest of you thinking. I want to mention that these concept grouping will certainly expand, get more detailed, address specific aspects of the project, and all would expand to address the needs of the pedestrians and bicyclist along the Cambridge Street portion of the project. We will be working closely with the Central Transportation Planning Staff (CTPS). They will be partnering with us and looking at the traffic side of

things and more specifically the regional model of the traffic. Our team will then take that data and use it to test the concepts as we move forward with the conceptual process.

Here are two of the earlier concepts and unfortunately you can't see them in great detail in this view. What they did was realign the turnPike such that it would operate at a higher speed. It provides two connections to Cambridge Street with two different locations where the ramps would terminate. The top concept shown has on-ramps at one location and off-ramps at another location. This plan does accommodate the rail improvements associated with the South Station expansion and also provides the Back Bay U-turn that exists today in the current configuration. Also shown in the top part of both of the graphics is a proposed street network that could work with the interchange. The bottom concept has most of the same design aspects; the only real difference is where the ramps terminate along Cambridge Street and how they would operate at that location. Since these concepts were released, our team has really started to look at how we can group these different concepts.

The first group we have is the one we refer to as the "suburban interchange" where you have one intersection that connects to Cambridge Street with an on-ramp and another intersection that connects with an off-ramp. The locations of these termini at Cambridge Street, again very conceptual, these are just initial thoughts. The features are similar to the other graphics where we are going to realign the turnPike to provide higher operating speeds, accommodate the rail improvements with the South Station expansion, and also show the connection for future public ways. The connections for these public ways are shown at the top of the graphic. Group two, again another suburban type interchange however this one takes up a bit more real estate. Similar aspects but at this location where it connects to Cambridge Street you have both on and off-ramp connections at each location. The westerly ramps would connect at one location where the easterly ramps connect to the other location. Last is group three. Group three is what we an "urban type" interchange. We are calling group three a collector/distributor type road system and it really takes up a lot less space. This arrangement provides a frontage road that is parallel to the realigned Massachusetts Turnpike. The parallel road system would have traffic signals and traffic would approach those signals with the ability to cross over the turnPike or cross under the turnPike. Each of the connections to Cambridge Street would have both on and off-ramp connections. In this particular graphic we have a third connection to Cambridge Street. Remember, these are the initial thoughts and concepts we have developed, as the project moves forward we will receive more input and we'll be able to hone in and really focus in on the details of these plans and apply some of the traffic and other aspects of the project. With that, I will now turn it over to Nate.

- C: Nathaniel Cabral-Curtis (NNC): Good evening everybody. It is nice to see you and good to be in Allston. I am the project team's public involvement specialist from Howard/Stein-Hudson. My role tonight is primarily to get us through the Q&A. What I'm going to try to do because we had a lot of people who signed up to speak, I'm going to try to keep folks comments and questions down to 2 minutes. We have comment sheets out in the lobby. I will try to give everyone an opportunity to speak. If we do run out of time you can email us or put a stamp on a comment sheet and mail them to us. What I'm going to do is go through all of the sign-in sheets for the people who checked off that they would like to speak. I apologize ahead of time if I do a bad job with your name. Once a question is asked I will try to referee your comment to the appropriate member of the project team.
- Q: MOD: Since we started, Representative Kevin Honan is in the front seat with us here this evening as well as Councilor Mark Ciommo.<sup>2</sup> Would either of you like to say any words to the crowd before we get started?
- A: Representative Kevin Honan (KH): First of all I'd like to say I'm so impressed with the massive turnout. For those of us who have lived here most of our lives, this project has the opportunity to do so many good things including reuniting North Allston and South Allston. One of the issues I raised with you yesterday, which I know you'll answer later on is, during the construction, we want to see the traffic flow smoothly through the neighborhoods. There were some bridge repairs done recently that backed traffic

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<sup>2</sup> Both elected officials received a hearty round of applause.

up through Newton and brought that traffic all the way into Allston. One concern I have is that when construction starts, that we keep the traffic flowing. Thank you, Mike, and thank you all for showing up tonight.

A: Councilor Mark Ciommo (MC): Just to echo the comments made by my good friend and colleague Representative Honan. I'd like to thank everyone for coming out and engaging in this enormous project we have ahead of us. I look forward to working with everybody to make this the best project for our neighborhood as possible.

C: MOD: Representative Michael Moran has just stopped in. Representative, would you like to say a few words?

C: Representative Michael Moran (MM): Again to echo the comments by both of my fellow colleagues. I think the project team has laid out a very good process for the future of the project enabling everyone's voice to be heard. I ask that you keep participating in the process to the very end because in my experience, whether it be dealing with universities or large projects like this, when people contribute, make suggestions and show up to meetings, their voices are heard and the end result makes everyone satisfied. Thank you.

C: MOD: Thank you very much. We will now start fielding questions.

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## **Question & Answer Session**

C: NNC: One more time, because of the chance of misinterpreting your name, I ask that when you approach the microphone that you state your name for the record. Let's get started. Lucky number one is Edward Kotomori.

C: Edward Kotomori (EK): Could you go back to the map. I live on Linden Street and it looks like you have a road going in behind us. It also looks like you have another road going in at North Harvard so you have two entrances to the Pike right there. My feeling is if you come down and go into that back road, you're going to get backed up at Western Avenue. I mean extremely backed up judging by the amount of cars that are already there. At night it's going to be both ways for us on Linden Street. Right now North Harvard is already overloaded. I'm not sure if this would be the proper design for getting on and off the ramps at the interchange but I also don't have any ideas yet. That's all I wanted to say.

A: NNC: Thank you. Next we have Sarah Wenig. It looks like Sarah is going to defer. Next will be Brett Weil.

Q: Brett Weil (BW): Hi, I'm Brett Weil. One of the things I read in the preliminary discussion was the intentions to reduce the pollution that comes from cars being stalled in and around the Allston tolls. I certainly understand how having electronic tolling will speed cars along that are on the Pike but all of us who live around here know that one of the worst parts of the congestion is where many cars get off the Pike at this interchange which is marked as the Cambridge exit even a lot of those cars are actually going down Storrow Drive to Boston. A fair number of other cars do cross the bridge to get to Cambridge. This helps to create the intersection from hell in front of the Double Tree Hotel which is a total obstacle for pedestrians and cyclist. What I'm wondering is, if you move the Pike that's great but the way in which you get across River Street or onto Storrow Drive and into Boston is still in the form of an exit ramp somewhere there, I don't see how that is going to prevent that backup of cars. I think it may just relocate it slightly. I'm wondering if there is going to be an opening up of a larger idea, how to route traffic from the Pike to Boston. On Storrow Drive there is a lot of land opening up there, is there a way to get that traffic directly onto Storrow Drive? Is there some solution or vision to get the traffic from

the Pike to Cambridge that doesn't involve the kind of massive backup that we have now? Otherwise we're going to be right back into the pollution and congestion we are trying to reduce.

- A: MOD: We are at the concept stage right now. The first two comments we've heard reflect issues that we still need to work out. We are in the concept phase as Chris had pointed out earlier. We just got CTPS on board and we still need to discuss the scope of work and the services they will provide us. Until the time that we have a full understanding and most of you probably have a better understanding than we do because you live in the neighborhood. We still need to collect the information from the regional traffic demand model and understand what driver's habits are along Soldiers Field Road, Cambridge Street, River Street, across the Charles into Cambridge, and also on the local streets. Once we start gathering more of that information we'll have a better understanding as to how we can manage those traffic volumes and manage the demand not only on the Pike but also on the local streets. We certainly want to evaluate the types of impacts on abutting local streets as a result of any of the designs that we plan to advance further. These are great comments and certainly things we need to iron out.
- C: NNC: If I could have Bill Deacon, Brendan Kearney, Casey Herz, and Glen Berkowitz all come up and get in position to be at the microphone.
- C: Bill Deacon (BD): Hi, I'm Bill Deacon with the City of Cambridge Community Development Department. I just wanted to say that while we don't have any detailed comments we'll probably be putting some in writing. I did have two requests. One is that as you noted there are impacts to Cambridge in this and the City Manager is requesting that the City of Cambridge be put on the taskforce for this project. I also wanted to request that there be a public meeting schedule which I think Donny Dailey has started the process for.
- A: NNC: Donny has indicated that is correct.
- C: Brendan Kearney (BC): Brendan Kearney from Walk Boston. A couple things, you mentioned the desire line, there is more than one desire line for pedestrians and cyclist here. The connections across the Pike at BU would be great, especially with the future proposed train connections. Also the connections that could be created from the side over here, east-to-west basically to the park; would be helpful because that is a very active transportation corridor. Thank you very much.
- C: NNC: While we're transition could I please have Steve Miller come on down.
- Q: Casey Herz (CH): Hi there, Casey Herz. I know that this is still very much in the conceptual phase but I'm curious, is part of the discussion also about what is going to happen with the land, the big swath of land that goes out to the Pike. Will there be a discussion of what types of developments will go in that area or is that something that will be discussed at a later date?
- A: MOD: The focus right now is on the transportation aspect but certainly as you've seen in the newspapers, there is a large amount of land available with the consolidation of the interchange and the turnPike itself. Some of those elements will be discussed during the taskforce conversations because we do have members of the taskforce that are focused on some of those elements. I think as time progresses and some of the designs start to advance further, you'll see some more opportunities. Our intent now is transportation and to improve the roadway system to and from Cambridge Street onto the turnPike and also to manage some of the congestion in and around the neighborhoods as a part of it.
- Q: Glen Berkowitz (GB): Good evening, I'm Glen Berkowitz with the Livable Streets Alliance. Back in the 1960s when the interchange was built, that project was about cars and not much else. We know that the project here tonight is fundamentally about a new highway but unlike 50 years ago today's project should be about so much more. It should be about people and neighborhoods too. During this planning process, we ask MassDOT to consider, can a new highway be designed in ways that create or at least allow new direct ramp connections to the Longwood Medical and Fenway district east where the turnPike comes under Commonwealth Avenue? Doing so would, reduce vehicle demand on most used

interchange in Allston/Brighton, take traffic off Storrow Drive as well as minimize elevated structures to both help save money and enhance neighborhood connectivity in the area. Number two: can we design an urban rather than a suburban interchange with Cambridge Street with new ramp intersections that put the safety of pedestrians and bicyclist first? Speaking of Cambridge Street as something that operates more as a service road that runs alongside a major highway, can we design it as a neighborhood street, a complete street? One that purposely slows cars and trucks down to a safe speed and one that provides pedestrian and bicycle amenities that are world class? Can a new off road multi-use, off road bicycle path called the "People's Pike" be created to provide a wonderful new connection between Cambridge Street and the Dudley White Path along the Esplanade? Can the new highway be designed with sound-walls and other noise mitigation techniques to minimize the impacts to various residential neighborhoods that are above the project? Finally, can we design a new interchange to allow Soldiers Field Road which is now up against the Charles River to be pulled away from its shore, to create new open space along the shore where none exist today? In other words, can this new interchange be designed to allow the Esplanade which ends at the BU Bridge today expand west towards River Street in Cambridge? Let me end with a quote. "Our goal is to foster transportation decisions that balance the needs of all transportation users, expand mobility, improve public health, support a cleaner environment, and create stronger communities." That quote is what MassDOT secretary and CEO Richard Davey said publicly last week. All of us at the Livable Streets Alliance share that same goal with you here tonight. Thank you.

- C: NNC: Could I please have Joyce Radner, Charles Creed, Richard Parr, and "Concerned Neighbor, Friends Know," come down to the microphone.
- C: Steve Miller (SM): Hi, Steve Miller also with Livable Streets Alliance. Somehow the luck of the draw we got two livable streets people in a row. I want to reiterate a comment made earlier that there are a lot more desire lines for bicycle and pedestrian connectivity: from the river to Cambridge Street, from the River to the back of the BU area and also from Cambridge Street straight over to the BU area. Glen said a lot of the key points. I think two more that he didn't mention, explicitly. One is, I think it's really important as you do your studies to remember that virtually every traffic model projection that has been done for the past 50 years has overestimate the number of cars that will be on the road. It's about time that we start understanding that, despite our models, in reality traffic volumes are going down. We should start thinking about two ways in which that is going to continue. One is just because the demographics and the facts and the second is, hopefully we can think of ways that we can get some of the traffic to stay on the Turnpike and exit at other places rather than coming through this neighborhood where they then have to go through all these detours to where they really want to go. That's the first thing; traffic projections and models are not what you think they are going to be, they are going to be lower and we have to plan for that. Second thing, this gets a little out of your scope but there's a bonanza in the process here for Harvard University and we are freeing up enormous amounts of new land for development. I think that's good for the area, I think it's good for Boston but it also provides a reason and a rationale to ask Harvard to play a more proactive role in helping create some of the amenities and it would be really good to have the Commonwealth's muscle on the community side as we ask for that as well. Thank you [applause].
- Q: Joyce Radnor (JR): Hi, I'm Joyce Radnor and I wanted to first echo what Representative Honan said earlier. Our neighborhood is under a tremendous amount of development with Harvard initiating its first projects of its 10 year master plan, so for the next 10 years we are going to be looking at one construction project after another. Certainly it's associated with this major overhaul of Cambridge Street and the Pike. In terms of the traffic and disruption, I'm hoping that there is some coordination with Harvard's plans and the other development projects because it feels like they're all going to collide, and we'll be sitting in the dust for all of them. My question is who are the taskforce members? Are you going to publish a list? What is their function going to be? Are they going to hold regular meetings where the community can convene on a space?
- A: NNC: I can answer some of that and I will let Mike answer anything I miss. Yes, there will be regular taskforce meetings. Typically the way that we hold these things, and Mike tell me if I'm misspeaking, but

typically the way we work taskforce and public meeting projects is on an alternating schedule of taskforce and public information meetings with the idea being the taskforce chugging through the deep detail and then outputting back to the public information meeting. The taskforce will then hear from the public and take that output to better inform their work in the taskforce. It's not as though the meetings of the taskforce are closed, people can attend, however typically they will be used to conduct taskforce business. In public information meetings like this one, the taskforce will be sitting down and listening to what you folks have to say. In terms of who is on the taskforce, we are still populating that list. We have sent out the invites, some people have gotten back to us, some people haven't.

- Q: JR: I was more concerned about who from the neighborhood. I saw that all of the major constituencies are represented but the neighborhood is just sort of a clump. I was wondering who the individuals are?
- A: MOD: There are a number of residents who live in the neighborhoods adjacent to Cambridge Street in the Allston area who will be representing the taskforce.
- Q: JR: When the project website comes up will those people be listed?
- A: MOD: As Nate just mentioned, once members of the taskforce have accepted their invitation we can certainly make their participation known. However right now, we are not in position to do so.
- C: JR: Okay, thank you.
- C: NNC: While we are transitioning why don't we bring up Lisa Kunze.
- C: Friends Know (FK): Who am I? I am some who can see I-90 out my window. New Balance, third field without community approval, just said, "Oh, you don't like it, tough." The improvements should be in fact the F-Line T to be as antiquated and too troubled. Commuter rail near the highway and walkable to the commuter rail for pedestrians. Don't let BU have any more land. Too many people on buses already. 12 per half lot, mine. Charlesgate is harder; don't let them have any more land. Residents are being pushed by universities expansions, unchecked. What about sound buffers? Universities have sound proof glass but they don't even bother to share. Blasting music for a few people whenever you feel like it is not acceptable, use to be only a couple of times a year. And you know, as far as traffic and all the exit and entrance ramps, I'm sure if we take over some of BU's property by emanate domain and create municipal parking like the City of Cambridge has, since they clouded their own parking. If you ran it through all the BU buildings we would have more than enough room. It needs to be reallocated as well. Thank you.
- C: NNC: Thank you. I'll just remind people to please state your name as you come to the microphone. Thank you.
- C: Charles Creah (CC): My name is Charles Creah. I get Cree all the time so no hard feelings. Today there are 27,000 more car free inhabitants living within the city confines than there were a decade ago. This is probably one of the largest shifts that has taken place in the history of the city. This shift is being driven by a new population and that population understands that the fossil fuel dominated transportation paradigm that we have shifting. Since that landscape is shifting so dramatically, it is really important that we keep urban cyclists and pedestrians safe. Off street cycle paths and buffered cycle lanes have proven track record in doing that and I encourage you to consider them in every angle in this project. Thank you.
- C: Richard Parr (RP): Hi, my name is Rich Parr, I live in Lower Allston and I ride my bike down the bicycle path along the river to get to work every day but I also drive and appreciate being able to get onto the turnPike from where we live. I want to echo everything that Glen and Steve Miller said earlier, I think that their right now with the idea of thinking about the access points to the Pike that are not in this neighborhood to alleviate pressure. I ride across the River Street Bridge every day and I know it's terrible for bicycles and pedestrians. I think the important thing about this project is and I know you are

the highway guys and all of the plan here right now schematic and focused on where the on-ramps and off-ramps are and everything but most of the comments so far have not been about that, they've been about bikes and pedestrians, and about access to the river and all those sorts of things. So I'm just hoping that this project will be an example of the new approach that DOT is going to take to these projects that will be truly multimodal and to work in all of the different stake holders through this taskforce and also to take into consideration the land use and to think ahead and to everybody who showed up tonight, thank you. The fact that you're here and that you care about this shows that this neighborhood gets it and the more that you show up to these meetings, the more that you make comments, the more you're going to enhance this entire process. Keep at it and I think that we are going to have a good outcome. Thank you [applause].

- C: NCC: A couple things while we're transitioning. Could I please have Sean Moore and Heather Hoffmann up to the microphone? My next guest is Renatta von Tscharnner. One thing I wanted to say is that while we are still populating the taskforce list and we'll make it public once it is finalized. We have reached out to have both bicycle and pedestrian advocacy groups on the taskforce so we hope that view point will be well represented.
- C: Lisa Kunze (LK): Hi, I'm Lisa Kunze and I live on Linden Street. Right at the entrance of what seems to be the new Mass Pike and I'm a little upset about that. The things I wanted to comment on are there's a couple things in the existing system that I actually like, there are three ways to get on the Mass Pike for me that make the traffic getting onto the Pike easy. So in terms of development, I think that having multiple areas where you can get onto the Pike eases the traffic in the neighborhood, so I'm not going to have people backed up on my street because there is only one entrance. The downside of what I currently see and I see this because I literally walk over that devious intersection everyday now so I really get to see the backups and all, are that there is only really one route to get into Cambridge. It's always backed up, I'm never backed up coming into Allston, I get off to the left, I stay over and I get to my house. Rarely is it backed up. Having that little bottle neck to Cambridge seems like a project that needs to be alleviated before all these other things are dealt with because you're sending all this traffic to an area that is going to be a two lane bridge over River Street and then for the trucks and what not and then there's Soldiers Field Road. I don't see how that is being relieved by anything that you're doing. I have multiple things to say, it's just hard for me to narrow this down. I really do support the improved pedestrian and bicycle access but I don't want new entrances and exits within the residential sections of North Allston. It's not necessary and there is all that land up there that seems to be wide open where new entrances and exits could be developed far away from the current residential area. I don't want to move because I suddenly can't get out of my driveway because there are tractor trailers suddenly backed up on my street. It's already bad traffic and I can't emphasize enough that during the development you guys need to keep the new entrances and exit ramps away from the residential areas. I'd say more but I've already revved up myself. Thank you.
- Q: Sean Moore (SM): Hi, my name is Sean Moore. In pretty much every plan I see I hear it mentioned that there is a potential T-stop there. A new T-stop on the commuter rail I'm assuming that is what you're talking about. Where would it be? Is the T really considering this? For connections to bus lines, how much space would be needed, for parking, for just about everything?
- A: MOD: These are all items that we need to coordinate into our efforts. In a project of this magnitude we have to make provisions for integrating a major interchange in the City of Boston, Allston and the many points in your neighborhood. Listening to you tonight, making my notes that I have, it's certainly going to be a little bit easier to do with your assistance and your help. Certainly public meetings and the taskforce will be a major help. With regards to the future combinations of the train stop, we are coordinating those efforts with the MBTA. We need to make those provisions. If there is an effort or an opportunity to coordinate all of those efforts now then I think you would appreciate that and it would certainly be more cost effective for us.
- C: Renatta von Tscharnner (RVT): My name is Renatta von Tscharnner, I'm with the Charles River Conservancy and I think the number of people here tonight really shows how much people care. I would like to see

the slide with the three groupings. Specifically group 3, I love the word urban. The fact that the plan is moving from suburban to urban is a great move and I want to applaud you that you're thinking urban. To me, thinking urban means thinking multimodal and you've talked about the roads and I think in your internal discussions you always need to talk about the access to public transportation and what you're going to add. I think this is just as important to cars as to pedestrians and bicycles but this all needs to be integrated. Part of the urban thinking here is also thinking about how this new land that also belongs to Harvard which can now be developed, how the streets are and that they are no longer just highway ramps. We are no longer thinking about suburban, we are thinking about this land being used in an urban fashion. Therefore you must also think of what is happening south of that area. Right now we have a Chinese wall. Boston University has no connection to the river and no connection to this urban area. I know the triangle doesn't include Boston University but we need to also think about what is happening south of that triangle. I'm delighted that you're thinking about bringing the roads down to the surface and I suggest they become urban boulevards, urban thinking is very important in all of that. Since the accelerated bridge program no longer includes River Street and Western Avenue Bridge and you showed that River Street is a high accident area, I hope that the underpass idea will be a small element of this plan and the park lands need to be a major element of thinking. As you redo the viaduct you probably have to go over Soldiers Field Road and the thinking of the park land. I look forward to working with you in making this a truly urban experience. Thank you very much.

- C: NNC: Could I please have Ken from Melrose, Robert Letenwee, and David Pears come up to the microphone.
- C: Heather Hoffman (HF): Hello, my name is Heather Hoffman, I'm from the equally overbuilt neighborhood of East Cambridge. I feel all of your pain for lots and lots of construction. First off, I'm beyond excited to hear Bill Deacon saying the city of Cambridge would like to be part of the taskforce and all I could think of is that we really do have a new city manager in my fair city and I'm excited. I would also ask that you include the Cambridgeport and Riverside associations because I suspect they could give you an awfully lot of useful information about how this works and how it could work better. Thanks.
- C: Robert LaTremouille (RT): I'm Robert LaTremouille, Cambridge and I've got a card for you. I use to live in North Allston when the Charlesbank Apartments were built. Since then I've been living in Cambridge and doing work primary with zoning records. I proposed the Kenmore crossing 5 years before the MBTA adopted it. I'm scared by that viaduct. Harvard purchased this area which is larger than the Back Bay exactly four months after the MBTA approved that you can build an off-ramp from the viaduct to Cambridge over the Grand Junction railroad bridge. It scares me. The government is destroying hundreds of trees through budgets proposed in H3332 which would allow you to use the Grand Junction as a highway. I really, strongly object to you turning that bridge into an off-ramp; particularly without telling Cambridge about it. It's been coming and it's very clearly been coming. Please, you should not be creating an off-ramp from that railroad bridge. Thank you.
- A: MOD: Robert, I read some of the documentation you referred to and I do recalled seeing one of the elements of that referring to the Grand Junction becoming a vehicular bridge. None of the concepts that you see before you here would place any demand on that bridge for vehicular purposes. The Grand Junction is always going to be retained as a corridor for rail traffic. None of the concepts we are looking at right now would consider it for anything other than the rail aspect and the transit aspect.
- C: RT: The MBTA proposal that Harvard responded to would retain the rail, would retain another railroad, and would build on Cantilever a third lane to give you two lanes to and from Cambridge which I don't like. People in Cambridge are hiding this. Thank you.
- A: MOD: Nothing will be done in secret; this is a transparent process, that's why you are all here tonight.
- C: (NNC): Could I have Henry Mattison, Pete Stidman, and it looks like Scott Matally come on up.

- C: David Mherz (DM): I want to start by congratulation you in being the only person who has ever pronounced my last name right. I bike, I drive, I walk and all three of those things are the most terrifying things you could ever have happen to you on Cambridge Street [applause]. That being said, my largest concern right now is the project scope and I think it should be slightly larger. Everyone in the room can probably agree that this will probably be the most transformative thing that will happen to Allston since it was built in the first place. That being said, I'd really like to see the DCR sit down at this table because there is a tremendous opportunity here with Soldiers Field Road to combine it with this project and to move it away from the river. I along with a few other people have developed a graphic that is in the back and I would be happy to distribute, it's online right now. Basically my thought is that Soldiers Field Road could be moved inland roughly to where you have the ramp exits right now and that could be used as a collector distributor road which would take the 66,000 cars that are heading into Cambridge and have them never having to such Allston streets. This traffic would essentially be evaporated because they would be able to continue on Soldiers Field Road. I think there is a tremendous amount of opportunity here to work with the park land where the existing Soldiers Field Road currently is. The underpasses could be reused for bicycle underpasses without having to spend a single dime and I think there is a tremendous opportunity to sit down with the DCR and work together on this project [applause].
- A: NNC: DCR will be involved.
- C: Harry Mattison (HM): My name is Harry Mattison and I want to thank you for bringing this project to us. I think that when we saw this announced last fall it felt like Christmas came a few months early. Who ever thought we would live to see this piece of land and the hills out towards Cambridge Street which are currently home to a highway on top of them be leveled and the highway move away from them and hopefully wonderful development will happen there is something I never thought I would live to see and it may happen before my kids go to college. That's pretty cool. I think what David said in that this is an opportunity, there is never going to be a chance like this again with this land that is undeveloped and to think about whether you're in the Com Ave area, the Western Ave area, whether your trying to go to Kendal Square, whether you live on either side of the Pike. The opportunities we have now don't ever come again once these roads are built and the land is developed. Whether that means to reclaim some of the Charles River which has been destroyed over the last 50-60 years or new tunnels that you won't be able to build once the land is developed or any number of more out of the box ideas that I don't think we've seen yet in what has been published. This seems like it will give us a chance to be a bit more bold and we'll see what can come out of this and what can actually be implemented. A big thank you to all the neighbors who have out tonight and elected officials, please stay involved and engaged and you can go to Peoples Pike on twitter, on Facebook or on the web so we can talk about what is going to make this best for all of our communities and businesses because it is a transportation and a highway project but it also needs to be about a community project and how it makes the area a better place to live and work. Thank you [applause].
- C: Pete Stidman (PS): I'm Pete Stidman, I'm from Roxbury and I'm the executive director of the Boston Cyclist Union. I echo a lot of things that has already been said and I'm very excited about David's design. Riding over here I was thinking a lot about fresh air and this weather we've been having, how it brings people out and I think when it comes to this project we want to feel some fresh air. How do you do that as a highway engineer? Well you need to think about people. Bringing in people to this project and a lot of people have already been talking about it but it starts at making those connections for pedestrians and cyclist not only on Cambridge Street but there is an exciting project in Cambridge, and I think that is why some people are here tonight: to connect through the Grand Junction path, Harvard, MIT and BU along one off street path. This is possible on an unused piece of railway. When we make those social connections between communities like that, we're also sparking innovation in the city and we're building on our ability to spark economic development. Just a word about process: I like the urban group 3 just like Renatta, it takes up a lot less space, it slows down cars before they get to the neighborhood streets but I think really the first meeting you have with the community should be about asking what peoples priorities are and open the discussion to what the community wants to see. I think MassDOT in general is moving in that direction.

- C: NNC: As we're transitioning could I please have Ann Lusk, Paula Alexander and Michael Prosha come on down.
- C: Scott Matalon (SM): Hi my name is Scott Matalon, I'm the president of Allston Village Main Streets, director and past president of the Allston Board of Trade and I just wanted to say I've heard a lot of great comments and suggestions from a lot of people. I'd like to touch on two subjects that we haven't talked about. The first is the tolls themselves. All the tolls have been removed from inside 128, there are no exits that have a toll except for Allston/Brighton. It does feel a bit like a selected taxation on our neighborhood. I think it creates a financial burden on both our residents and on our employees who use this road in and out every day to commute back and forth. I think it prohibits some of our economic development but I also think it creates traffic on our local streets themselves because people avoid those tolls and get off at Watertown and Bay State Road and then use Storrow Drive and Soldiers' Field Road. Most people will avoid that rather than paying \$2.50 every day to get on and off the Pike. I do support all electronic tolling but I think that the tolls in general should be removed. I don't know why the Allston/Brighton residents have to pay tolls just to get in and out of our neighborhood. The second issue is parking. There is only one city lot inside of Allston and there is a tremendous amount of land especially on Route 3 where you have that third exit over there. We could definitely use parking when you're talking about multimodal transportation, bringing in commuter rails and bringing in the T. Creating parking would not only create some revenue and help pay for itself but it would also help alleviate the traffic and take some of the people out of their cars and onto the streets.
- C: Ann Lusk (AL): Ann Lusk at the Harvard School of Public Health. I've worked on bicycle environments for 32 years. I've been in Boston for about 11 years now and 11 years ago we started the research on cycle tracks. Cycle tracks are barrier protected, bicycle exclusive paths. Back then nobody knew what they were and we did not have many bicyclists in the Boston area. President Summers had proposed the huge expansion of the Harvard, Allston/Brighton campus and there were no cycle tracks so we studied those plans and we worked with Mike McBride, the engineer with the Harvard, Allston/Brighton design team. We even invited Mike to come to the design charrette classes that I held as part of a bicycle in the environment class. Mike then worked with the Harvard, Allston/Brighton design team and designed the Western Avenue cycle track. If you look at the data for the City of Boston for crashes, that is the safest bicycle environmental in the entire City of Boston. That was 21 years ago. We at the Harvard School of Public Health would love to also give you all of our continued research because we know you're going to build this in 2017. As we look into the future, we can also look into the past and we would call this an "Emerald Necklace Bicycle Path," because the bicycle was invented before the car. Overlay onto that a "Climate Change Cycle Track," that is the new concept. It's a sidewalk without trees because we want it to have ADA accessibility and trees in tree pits do not typically do well. It has a permeable surface. It is a wide cycle track, a social cycle track where people can bicycle side-by-side. The water goes through the permeable surface and then waters a vegetation corridor which is parallel to the cycle track between the cars. This water will feed to the plants and help keep a vegetated buffer that will reduce toxins breathed in by the cyclist. Also on the Climate Change Cycle Track there is going to be lighting that will be solar lighting with outlets so you can charge your smart phone or a battery. Please look to us we'd love to give you all our research.
- C: NNC: While we're transitioning could I please have John Sanzone, Mark Handley, Ethan Fleming come up to the microphone.
- C: Paula Alexander (PA): Hi I'm Paula Alexander. I'm just about a lifelong resident of North Harvard Street and I total agree with my good neighbors from Linden Street and the concerns that they have. Seeing those arrows so close to North Harvard and Linden Street is frightening for us.
- C: NNC: Remember, these are just concepts. There is a lot more work to be done. That was just an effort think about connections and sketch them on a map. Don't look at that and go "Oh god, it's going to be that, because we're a long way from making a decision."

C: PA: I just wanted to explain a little bit about just living on North Harvard Street. During rush hour there are many times, 3, 4, 5 when MBTA buses back up waiting to get through. There's just about a traffic light on every block along North Harvard Street up to Western Avenue and then into Harvard Square. I would really like to see something to get the traffic coming off the Mass Pike away from North Harvard Street, away from Linden Street and give the residents some peace and quiet and clean air. There was a traffic light installed right in front of my house so now I have buses idling, people beep because when the light changes some people are slow to move. We can't pull out of our driveways because the traffic is backed up. Also I ride my bicycle too. It's so dangerous the way North Harvard Street is set up now. I totally support the idea of a buffered bicycle lane. Trucks and buses do not mix with bicycle riding; there are too many accidents, too many people killed. So I hope with all your smart brains and with all these ideas you can really make something nice. Thank you.

Q: NNC: Can you write that last piece, about my smart brain, down for my wife?

C: John Sanzone (JS): Hi I'm John Sanzone with the Grand Junction Path. We've primarily been working in Cambridge and Somerville and we've been making a lot of progress there. The concept integrates pretty well with what can be done in the Allston rail yard. The plan is to connect Somerville by this multiuse path both parallel to the currently active Grand Junction tracks and the unused portions. We would also provide a connection to East Cambridge and the Somerville Community Path. There is a logical concept here to continue south again parallel to the Grand Junction Path through the Allston/Brighton rail yard and integrate with Cambridge Street. What's important about the Grand Junction path is that it's an off-road, low stress environment that connects major points. I hope these paths are specifically multiuse paths and the plans of the Peoples Pike can be integrated into the project's designs.

C: NNC: While we are having the changing of the guard could we please have Bob Sloan come on down and Arie Valsemic.

C: Ethan Fleming (EF): I'm Ethan Fleming, I'm actually a resident of Acton right not but I am still biking around Boston every day for businesses purposes mostly. I will admit that I am loving the direction that Cambridge Street is going, I'll admit I'm one of the people that views it at the plague and do anything I can to avoid it. The comment I want to make is although I understand a lot of people are not liking the direction of these 3 back and forth exits between the Mass Pike and Cambridge Street, I do think they are a much better idea than what you could call a "180 direction" right off the Pike cutting through the bicycle lane and the other thing is that with that, drivers also have they habit of the closer you get to the Mass Pike the faster you go. I like to jokingly say there are two speed limits on every road, there's the real speed limit and then there's the drives imaginary speed limit. On that, I'd like to suggest that where Cambridge Street continues through this area, I'd like to suggest that not only, maybe even reducing the size of some of the lanes because studies have also shown that the thicker a lane is, the faster the imaginary speed limit is. Use the idea of thinning out those lanes to add maybe more cycle tracks as people have already suggested. Thank you very much.

C: Bob Sloan (BS): I'm Bob Sloan from Walk Boston. I have a major concern that I want to raise. It seems like the planning era that we're talking about in some cases is much longer than we might think. Someone once joked that Harvard in comparison to all the rest of us, we think 10 years planning for our future lives and Harvard thinks about 100 years. There is a lot of land here that will be filled up and we think therefore that the land use part of this is major and let me tell you why. Renatta von Tschanner said that she thought that the existing rail tracks and even the new Pike would act as a Chinese wall. I agree with her and from a pedestrian point of view I think there needs to be ways over, over the rail yards and over the highway and the only way we can guarantee that is some sort of air-rights or bicycle and pedestrian bridges. In terms of the air-rights there is a lot of usage you could put on that podium if there is going to be one. One would be access to and from the new T-station. Obviously there is a possibility of the People's Pike running the full length of it and we think very clearly that there should be north, south links. I don't think we can do that if we don't plan for the air-right use right from the beginning and that means we have to think about what might go there and how we will link the

neighborhoods back together. I think if we don't do this, we're going to wind up with another 100 years before we are able to do it.

C: NNC: While we're shifting over could I please have Glen Berkowitz and Tom Derderia.

C: Arie Valsemic (AV): I want to echo a lot of the things that Bob Sloan was just saying. The first piece is that it's great that the state is going to do something here. Obviously something needs to be done and just looking at some of these plans, I really think we need an urban style of interchange and this is a great start. I would connect those ramps down to the BU area there is a lot of traffic right now and a lot of that traffic goes through Allston. Having this type of interchange would really help that. This also doubles with the DCR plans along the river, we have 25 million dollars funded there. It would be a great way for state agencies to collaborate on a project and sometimes it doesn't happen when it really should. We should look at the regional context for this. This interchange isn't just River, Harvard, Western and Allston. It really is much larger than that. Work with Harvard as Bob was saying, there is a lot of land and a lot of it right now doesn't have development. We have an opportunity to take the 1930s Soldiers Field Road, one of the oldest highways in the state and move it away from the river where it's been sitting up against that resource for close to 100 years. If you look at the Worcester transit line it is probably underutilized, 2-4 trains per hour during rush hour, it could bring more people into the city and take people off of the road. Look at the Prudential Center that has been built over a highway. Maybe something like that could be built in the existing rail yard. And just leave as much room as possible for development, it's in our urban core, it's well connected to the highway and it's well connected to transit although it could be much better. If you build it correctly there is room to have a train from the Green-line up to Harvard Square. Make sure the final plan leaves provisions for these types of improvements and finally, I'm biking back to Cambridgeport tonight and I wanted you to know that I will not be going down Cambridge Street [applause].

C: Tom Derderia (TD): My name is Tom Derderia and I brought something to show you in a minute. This idea started off simply. I am president of the New England Running Association and after the bombings at the marathon last year we donated some money to the victims. After that I begin to think we should do something permanent and keeping with the spirit of the Boston Marathon. The spirit that brings people together and a tradition of physical fitness and muscle power, so I looked at the old pedestrian bridge over the Mass Pike and I said this bridge is old and it needs to be replaced. I had the simple idea to call it a Boston Marathon Memorial Bridge and we could make it better, straighten it out a little. Then I heard about the Cambridge Street project and then I heard about this massive project and I think this is an opportunity to create a gateway to the city from people traveling from the west along the Mass Pike. This also would create a pedestrian bridge over the Mass Pike that is large, that is modern, that is accommodating and that will unite the neighborhoods keeping with the spirit of the Boston Marathon. This is the rendering that I'm offering to inspire designers and engineers to come up with something. I'll now hold it up. First I'll show it to everyone. It is an arching bridge. After all, St. Louis has an arch, why shouldn't Allston have an arch. Unfortunately Harvard will probably think this is a gateway to Harvard. This is a concept drawing so it is up to your engineering and expertise to figure out where it would fit in. Thank you.

C: NNC: Could we have next David Watson, Brian McCarter and Allen Montgomery.

C: (David Watson): I'm David Watson, I'm Executive Director at MassBike, Massachusetts Bicycle Coalition and first I'd like to say thank you for giving this presentation to the public so early in this process. As we've seen before with many projects, that makes all the difference in having a successful project that achieves all of its goals and works for everybody. I'd like to suggest that you guys, the project team from the get-go, re-orientate the way you view the project. It's not really a highway project with a neighborhood next to it; it's really a neighborhood project with a highway next to it. I'd say the way you refer to it and the way we think about it should be a main focus of the project. I encourage you to start thinking of it as something other than the I-90 interchange project; maybe the Allston neighborhood project. The focus should be on the neighborhood. We've already heard a lot of great comments from residents in the neighborhood and I think it's important to note that they are the greatest resource and

they are the ones that are going to be the most effected. I want to make sure the focus starts and remains on the neighborhood and the impacts and opportunities to the neighborhood. A lot of people have mentioned the many challenges here for bicyclist and pedestrians as well as some really interesting opportunities we have for making things better and you talked about looking at the traffic models. I have yet to see a traffic model that fully captures pedestrian and bicycle use or in any way accurately predict future bicycle and pedestrian demand. I know it's going to take more hard work and talking to the community members and meetings like this and perhaps going out into the neighborhoods and surveying and gathering more information. Studies show that there are many more people who would consider biking or walking for daily trips if it were safer and more convenient for them. Not just building for the brave few who are out there, we should be building for the many other people who are not biking now because it is too dangerous and the stress level is too high. There are lots of connections, lots of desire lines. Cast a wide net because there are people from all over the surrounding area who are going to be coming through this area and not just the people who are now but the people who will when the infrastructure is safer and better suited to do so. Thanks.

C: NNC: Do we have an Allen Montgomery? No? Okay, John Allen, Galen Mook and Jessica Robertson.

C: John Allen (JA): Thank you, you got my name right. I'm speaking for myself. I'm a member of the Waltham Bicycling Committee. I ride through here, I drive through here and I'm a former resident of North Allston. I would like to first of all say that there have been a lot of good comments tonight and I would like to extend the comments about expanding the scope of the project in two directions. West, currently there is space underneath the Cambridge Street Bridge, the one that's being worked on. Many of the streets in this area could be reduced from four lanes down to two lanes. I would also second the comments that you have a lot of space in this area and Harvard has a lot of space in this area. I heard comments about paths along side streets and the problem with that is then you have crossing and turning conflicts. There is plenty of room here to build paths away from streets and if you're building paths in addition to some of the very fine ideas I heard about paths along the river and using the existing underpasses as bicycle underpasses, there is room for paths through this area. Certainly across the turnpike as Mr. Sloan mentioned and at the east end. The Boston University campus is what I call a strip mall with classrooms, it is.

A: NNC: I have my degree from there by the way.

C: JA: I'm glad you survived.

A: NNC: I thrived.

C: JA: I can see that. I have suggestions online; I will be sending them to you and posting links on the web about connecting the University from east to west. There is plenty of space under the bridge; you can get across the tracks and into the other end of the campus without going on top. Please think about that. Thank you.

C: NNC: I'm going to have Mike come up to speak briefly about project scope.

A: MOD: As far as the scope of the project goes, the data collection is most critical for us right now in order to establish what the scope needs to be. The data collection extends way beyond the shaded project area you saw in the previous slides. For us to understand how the traffic, bicycle, and pedestrian movements are outside of the triangular area we will need to look at Western Avenue and the opposite side of the Charles on the Cambridge side as well as further east beyond the Allston Village area. Although the scope of the immediate work area is focused primarily in that triangle, the data collection and the investigation of the various elements go well beyond that.

C: Galen Mook (GM): Thanks. My name is Galen Mook, I'm a North Allston resident. I just wanted to thank you first off for holding this meeting. Thank you Mike, this is a good show of good faith considering some of the other projects that happen in this neighborhood under the radar. This is really

nice to have this great format as well. I want to compliment you on the project logo. I don't think anyone mentioned it yet but it looks like you have a train, a bike and a bus or maybe a car so graphically you're expanding out of the box. Thank you to the wide variety of residents, business owners, and City of Boston elected officials. I'm not sure if DCR is here but it's really nice to see everybody coming to this project because the project really is everybody, it's not just a DOT project. Now a couple of just quick questions and I also wanted to say I look forward to working on the Taskforce and the process as we go forward. I'm under the impression or the fact that the Western Avenue, River Street bridges are now in limbo because there is no funding. Is that correct?

A: MOD: Yes, Galen that is correct.

Q: GM: Is there any way to think about wrapping them into this project because if you do not fix the bridges going over the river the traffic is not going to flow any better. Those are the pinch points along with the on-ramps and off-ramps that if they are not considered at the onset nothing is going to change.

A: MOD: We will give is consideration as we move forward with the process.

C: GM: Even if it's just restriping or thinking of the traffic patterns, you don't have to reconstruct if there is not the money but you should definitely think about resurface and maybe redesigning the traffic pattern. This is a great project that is going to take a long time. My question is what can you do immediately along Cambridge Street? I know it's been talked about in several meetings about maybe taking a lane and putting up some barriers, jersey barriers, doing something to make that street not so hellacious. I'm glad the City of Boston is here. Maybe you have an answer to my question?

A: Commissioner Jim Gilooly (JG): Sure, could you just repeat the question?

Q: CM: What can be done now, or say maybe tomorrow, to make Cambridge Street safer, all the way from Harvard Avenue to the river; even just temporarily.

A: JG: We've been working on a bicycle restriping plan to accommodate bicycles along the entire corridor from the river all the way to Union Square. One of the earliest pieces that we will be implemented is along Cambridge Street and where that unfortunate accident happened.

C: GM: There's been a few.

C: JG: Right before Union Square and at Hano Street. We've talked with public works and we have a bicycle plan that comes out of the striping plan for the bicycle lanes. That will probably be the first action item after we get a few issues resolved; we need to fully engineer that. You can expect to have a much safer crossing from that location to the bus stop. We are considering putting up a flashing pedestrian light there to enhance that. We think we've found a solution both with the bicycle lanes, pedestrian crossing and roadway surface for vehicles. You can expect that we will be out here sometime in the not so distant future and show folks before we implement the plan. I'm not sure how much funding we'll have and how fast it can be laid out but the conversation is happening relating to the Cambridge Street project with Mark Gravalles and it has led to us working with Mark. He and other MassDOT folks have offered to work closely with us to try to see if there are some temporary connections. With MassDOT's help, we can have some measurements done of speed and hopefully get that posted speed reduced because that's a big objective of the city, to get that speed to a point where people are driving slower and we can post a lower speed limit. I'm looking at Mike who did a really good job on the Longfellow Bridge Project in a similar effort and we got to resolve a number of outside issues with his good help and the team he put together. I'm hoping we can do a redo of this on the Allston project. As you said, this would be temporary but it would be a major step to the future of a much better Cambridge Street.

- C: Donny Dailey (DD): Just to add to that Galen. In terms of MassDOT, we do have a major on-ramp right there and as soon as we coordinate with the City we will try to piece all of that together and make it a safer roadway.
- A: GM: Great, I encourage you to frontload that on this project if you could, as quickly as possible.
- C: NNC: Great we are just about done, it looks like we have Jessica Robertson and then Senator Brownsberger will make a last few comments.
- C: Jessica Robertson (JR): Hi, I'm Jessica Robertson I live on Royal Street which is right near one of those arrows there. Obviously I agree with tons of stuff that has been said tonight and there doesn't seem to be a whole lot of new stuff left. I just want to reiterate this project means so much to everyone who came tonight and thank you MassDOT for having a good, open, back and forth project from the beginning. Really looking forward to participating in that and I think this is a huge opportunity for the neighborhood, for the City and for the region so I really hope that as we move forward that we will put as many things on the Christmas tree as we can and not close off any potential opportunities even if we don't have the money to build all the new bike lanes, or pedestrian connections or reconstruction every bridge or add every underpass this time around. We absolutely need to make sure that we aren't preventing that from happening in the future. Thanks.
- C: Senator William Brownsberger (WB): Thank you MassDOT for the great meeting and thank you everybody for the conversations we've had. After sitting through this I certainly come away with one sort of clear message and that is that this project is an opportunity to think rather big about the different potentials that can happen here, whether that is for bikes, pedestrians, for the neighborhood or for all. It seems to me that the elephant in the room here is, Harvard. There are conversations we could have with them and see what they are thinking of actually having in this space. I just want to say that we would like to help you with this project and engage the players you need to engage. It truly is important to do whatever it takes to maximize the opportunity. I know that is going to slow the ball down a little bit and I know that's very contrary to the mission that we have here and I don't want to stand in the way of progress. I look forward to working with you and with everybody.
- C: NNC: On that note I will wish you all a good night. Do remember to get a comment sheet and write in, thank you.

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## ***Next Steps***

The initial meeting of the taskforce will be held at 6PM on Wednesday, May 7<sup>th</sup>, 2014. It is currently anticipated that the second public information meeting will be held towards the end of June or shortly after July 4<sup>th</sup>.

## Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Lauren	Abraham	Resident
Paul	Alford	Resident
Rob	Allison	Resident
Douglas	Arcand	Resident
Dennis	Baker	HNTB
Marzo	Barbergrossi	Havard
Joe	Beggan	Harvard
Paul	Berkeley	ACA
Glen	Berkowitz	Livable Streets
Glen	Berkout	Resident
William	Bert	Resident
Andrew	Bethany	Sen. Brownsberger Office
Laura	Bethard	Resident
John	Bowen	Rackmann, Sawyer & Brewster
Andy	Breeds	Resident
Jameson	Brown	Resident
William	Brownsberger	State Senate
Jeff	Bryan	Resident
Norah	Burch	Resident
Jeff	Buschel	Resident
Stephen	Bushnell	State House
Alex	Carles	Councilor Ciommo's Office
Jim	Cerbone	MassDOT
Kin	Chow	Resident
Cathy	Coffenberg	Resident
Charles	Creah	Boston Cyclist Union
Paul	Creighton	Resident
James	Curley	Rep. Honan's Office
Mike	Curran	Resident
Nathaniel	Curtis	HSH
John	Cusack	Resident
Donny	Dailey	MassDOT
Daniel	Daly	Resident
Bill	Deacon	City of Cambridge
Alex	Depompolo	ABTMA
Tom	Derderia	USAFF
Anthony	Disidoro	Resident
Stacey	Donahue	MassDOT
Rochelle	Dunne	Resident
Robert	Dunne	Resident
Rod	Emery	Jacobs
John	Fallon	MassDOT
Nancy	Farrell	Resident
Seth	Federson	Mass DGP
Collin	Fedor	Resident
Sam	Feldman	Resident
Rich	Fenway	WSP Sells
Ben	Ferns	Resident
Jeffery	Ferris	Ferris Wheels Bike Shop

Olivia	Fiske	CAN
Charlotte	Fleetwood	BTD
Ethan	Fleming	Resident
Valerie	Frias	ABCDC
Natasha	Gayl	Resident
David	Gerstle	Caliper
Jim	Gillooly	City of Boston
Mark	Gravallese	MassDOT
David	Greenwood	Greenwood & Co LLC
Nick	Gross	HSH
herb	Halan	LLSF
Aimee	Hendrigan	Resident
Casey	Herz	Resident
Heather	Hoffman	Resident
Kevin	Honan	State Representative
Bruce	Houghton	Houghton Chemical
Mark	Hurley	Resident
Renatavon	Ischarmer	CRC
Hip	James	Resident
Jeff	Jones	Resident
Brendan	Kearney	Walk Boston
Diane	Kline	Resident
Bruce	Kline	Resident
Edward	Kotomori	Resident
Philip	Kreycik	MIT
Lisa	Kunze	Resident
Mithu	Lahiri	GBTC
Tom	Lamar	Resident
Rachel	Lamorte	Councilot Wu's Office
Casey	Lange	Resident
Robert	LaTremouille	Resident
Don	Lubiu	Resident
Anne	Lusk	Harvard
Will	Luzier	Resident
Wayne	Mackenzie	Resident
Diane	Madden	Resident
Christine	Marinio	Police/Resident
Carol	Martinez	ABCDC
Scott	Matalon	Allston Main Streets/ ABOT
Harry	Mattison	Resident
Jeff	Mattson	Resident
Brian	McCarter	Resident
Ken	McClure	Resident
Tim	McHale	Resident
Anne	McKinnon	Resident
Stephen	Merrigan	Resident
David	Mherz	Resident
Steve	Miller	Livable Streets
Beth	Miller	Resident
Jessica	Mink	Resident
Peter	Missouri	Rep. Toomey's Office
Sam	Moffett	TRC

Jennifer	Molina	Resident
Galen	Mook	Resident
Meredith	Mooney	Boston University
Sean	Moore	Resident
Kathleen	Moore	Resident
Alan	Morntay	NBBA
Thomas	Nally	A Better City
Concerned	Neighbor	Resident
Kim	Niedermaier	MassBike
Kate	Nylon	Harvard
Mike	O'Dowd	MassDOT
David	Ofsev	MIT
Ari	Ofsevit	Resident
Mary	O'Loughlin	Resident
Regina	Pagan	Resident
Tom	Palmer	Resident
Richard	Parr	Resident
Joan	Pasquale	PCBG Inc.
Joe	Pavao	MassDOT
Bob	Pessek	ACA/ Resident
Jeff	Philips	Resident
John	Powell	ACA
John	Powell	ACA
Michael	Prozca	Resident
Robert	Qua	Resident
David	Quinn	Resident
Joyce	Radnor	Resident
Susan	Regan	Resident
Mike	Regan	VHB
Matt	Rider	Allston/Brighton TAB
Jessica	Roberts	Resident
Helena	Roche	Resident
Steve	Rustelka	PMA Consultants
Colleen	Ryan	Resident
Fred	Salvucci	Harvard/Resident
Justin	Schreiber	Resident
Brittany	Schwartz	Boston University
Jeremy	Selwyn	Resident
Brendan	Shea	MassDOT/Resident
John	Shiell	Resident
Bob	Sloane	Walk Boston
Pete	Stidman	Boston Cyclist Union
John	Suntone	Grand Junction Path
Shira	Tiffany	Resident
Lee	Toma	Resident
Anthony	Toppi	Resident
David	Uhrenholdt	ICB
Peter	Vetere	Donovan Halen LLP
Ralph	Walton	Resident
David	Watson	MassBike
Kevin	Watters	Resident
Lauren	Watters	Resident

Sarah	Wenis	Resident
Brent	Whelan	Resident
Ellen	White	Consultant
John	Wicks	Resident
Becca	Wolfson	Resident
Sheila	Yancy	State House
Tom	Yardley	MASCO
Joe	Zissman	Resident
Colin	Zwiebul	Resident

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