

**FOR IMMEDIATE RELEASE**

**October 30, 2020**

**Broad-Based Coalition Unites in Support of the Modified All At-Grade Design for the I-90 Allston Multimodal Project**

*Coalition Includes Nearly 30 Greater Boston and MetroWest Business, Environmental, Transportation, and Community-Based Organizations*

Boston, MA -- A broad-based coalition of nearly 30 organizations and prominent neighborhood advocates today released a joint comment letter urging Secretary Pollack to select the Modified All At-Grade Option as the Preferred Alternative for the Throat section of the I-90 Allston Multimodal Project, affirming the coalition's opposition to the Modified Highway Viaduct and No Build Options. The letter marks an important solidification of the growing consensus among stakeholders as MassDOT looks to move forward in the permitting process for this massive infrastructure project.

Signers assert that by replacing the existing viaduct with a new at-grade highway, providing opportunities to improve transit, walking, and biking connections, the Modified All At-Grade design has the best potential to positively shape the region and protect and enhance the Charles River Basin.

The coalition's joint comment letter also amplifies the positions of the City of Boston, Boston City Council, and Cambridge City Council, which have each endorsed the All At-Grade Option.

The coalition includes 26 organizations spanning sector and geography, in addition to three prominent neighborhood advocates/Task Force members: 350 MA Transportation Working Group, A Better City, Allston Brighton CDC, Allston Civic Association, Allston Brighton Health Collaborative, Boston Cyclists Union, Boston Society of Landscape Architects, Brookline GreenSpace Alliance, Cambridgeport Neighborhood Association, Cambridge Redevelopment Authority, Charles River Conservancy, Conservation Law Foundation, Fresh Pond Residents Alliance, Kendall Square Association, LivableStreets Alliance, Magazine Beach Partners, Massachusetts Bicycle Coalition, Massachusetts Institute of Technology, Massachusetts Sierra Club, MassBio, MASSPIRG, Pioneer Institute, TransitMatters, Transportation for Massachusetts, WalkBoston, Worcester Chamber of Commerce, Harry Mattison, Allston resident and I-90 Task Force Member, Jessica Robertson, Allston resident and I-90 Task Force Member, and Fred Yaloris, Cambridge resident and I-90 Task Force Member.

"The transformative benefits of the all at-grade design are clear—as is the consensus captured here today," said **Rick Dimino, President & CEO of A Better City**. "The Baker Administration must seize

this once-in-a-generation opportunity to improve mobility, enhance access to and restore the river, and create the western gateway that Boston deserves.”

“It is past time for MassDOT to heed the consensus among Mayor Walsh, transportation experts, and affected neighborhoods that the all at-grade approach is the best one for Boston, for commuters, and for the river,” **said Bradley Campbell, President of Conservation Law Foundation.** “The Baker Administration should start working for rather than against its own vision for the future of transportation in the Commonwealth.”

“Adopting the modified at-grade option for the throat is in the best interests of commuters and local residents, and it will enhance parkland vibrancy in that area of the Charles River,” **said Jim Stergios, Executive Director of Pioneer Institute.** “With so many benefits over other options, it’s no wonder so many organizations agree.”

“Since the Mass Pike was built in the 1960s, the highway viaduct has been an impenetrable barrier between the neighborhood and the Charles River. Since the very first public meeting on this project, more than six years ago, neighborhood residents and elected officials have been consistently and passionately calling for this wall to be torn down. We’re thrilled that others from beyond the neighborhood have joined this chorus,” **said Jessica Robertson, Allston resident and member of the I-90 Intermodal Task Force,** and member of an ad hoc coalition of residents and transportation, open space, and environmental advocacy groups.

See full letter text below.

*October 30, 2020*

*Secretary Stephanie Pollack  
Massachusetts Department of Transportation  
10 Park Plaza, Room 4160  
Boston, MA 02116*

*Dear Secretary Pollack:*

***Re: Select the Modified All At-Grade Option as the Preferred Alternative for the Throat Section of the I-90 Allston Multimodal Project***

*We, the undersigned, urge MassDOT to select the Modified All At-Grade Option as the Preferred Alternative for the Throat section of the I-90 Allston Multimodal Project. We oppose the Modified Highway Viaduct, Soldiers Field Road Hybrid, and No Build Options.*

*Of the alternatives presented, the Modified All At-Grade Option best meets the stated project purpose to address roadway deficiencies and safety concerns, and the stated project need to address the multimodal deficiencies within the broader transportation system—including deficiencies in commuter rail, transit, open space, walking, and biking infrastructure. Additionally, the Modified All At-Grade Option is endorsed by the City of Boston, the host jurisdiction for this project—we support and amplify the City's position, which is captured in the enclosed September 23, 2020, letter. In addition, both the Boston City Council and Cambridge City Council, representing the two cities most directly affected by this project, have endorsed the All At-Grade Option.*

*Significant work must still be done to refine the project design. The Modified All At-Grade Option has the highest potential to positively shape the region and to protect and enhance the Charles River Basin. It therefore merits the most design focus in the year ahead and should be selected as the Preferred Alternative. Soldiers Field Road can and must be shifted back from the edge of the river.*

*We appreciate MassDOT's efforts to seek stakeholder input on the Throat section of this project—and we are pleased to speak today with one united voice. We look forward to continuing to work with MassDOT on this and the numerous other key elements that should be part of this vital multimodal transportation, environmental stewardship, and city building project.*

*Thank you for your consideration.*

*Sincerely,*

*350 MA Transportation Working Group  
A Better City  
Allston Brighton CDC  
Allston Civic Association  
Allston Brighton Health Collaborative  
Boston Cyclists Union  
Boston Society of Landscape Architects  
Brookline GreenSpace Alliance  
Cambridgeport Neighborhood Association  
Cambridge Redevelopment Authority  
Charles River Conservancy  
Conservation Law Foundation  
Fresh Pond Residents Alliance  
Kendall Square Association*

*LivableStreets Alliance*  
*Magazine Beach Partners*  
*Massachusetts Bicycle Coalition*  
*Massachusetts Institute of Technology*  
*Massachusetts Sierra Club*  
*MassBio*  
*MASSPIRG*  
*Pioneer Institute*  
*TransitMatters*  
*Transportation for Massachusetts*  
*WalkBoston*  
*Worcester Chamber of Commerce*  
*Harry Mattison, Allston resident and I-90 Task Force Member*  
*Jessica Robertson, Allston resident and I-90 Task Force Member*  
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