

From: Alex Frieden <alex@frieden.org>
Sent: Wednesday, January 31, 2018 12:55 PM
To: Strysky, Alexander (EEA); comments@walkboston.org
Subject: I-90 Allston, EEA #15278

Hi Alexander,

AF-1

I am writing in support of making a larger throat near I-90. I use this path regularly for walking and biking. The proximity to the road is a real public health concern:

<https://www.nytimes.com/2017/07/06/well/move/on-your-bike-watch-out-for-the-air.html>

In addition, this area is dangerous as bikers, runners, strollers, wheelchairs, skateboards, and skaters try to squeeze by each other. The people that use active transportation deserve a better alternative. I ask you to create a truly world class place for those of us who want to get around on the riverside.

--

Alexander Frieden

From: [Brendan Connor](#)
To: [Strysky, Alexander \(EEA\)](#)
Cc: comments@walkboston.org
Subject: I-90 Allston, EEA # 15278
Date: Wednesday, January 31, 2018 1:40:32 PM

To Alexander Strysky:

I'm writing to give comment on the propose redesign of the pathways along the charles river in this area of allston.

I ride, run and walk along here regularly and it is always an area that despite it's natural beauty has suffered from poor design. Being too close to cars along a narrow path shared by many people makes it uncomfortable for many people.

As a Physical Therapist I work with many people with special needs and physical disabilities. Farther down the Charles by the esplanade we have beautiful wide paths and I regularly see people on specialized hand bikes, in wheelchairs, and on walkers enjoying the path. This area would be off limits to them due to the narrow space.

I hope that the redesign process allows for wider and more people friendly design, rather than placing us on a narrow path next to loud noisy cars.

BCON-1

Thanks for your consideration,
Brendan Connor, PT, DPT
26 Seery Street
Malden, MA 02148
781-572-7430
brconnor1@gmail.com

From: Christine Klaus [<mailto:klaus.christine@gmail.com>]
Sent: Wednesday, January 31, 2018 4:58 PM
To: Strysky, Alexander (EEA)
Cc: comments@walkboston.org
Subject: I-90 Allston, EEA #15278

Dear Mr. Strysky,

I am writing in support of expanding the width of the walk/bike pathways in the most restricted section of the Charles River Reservation. CK-1

In fair weather, I enjoy commuting by bicycle from Newton to Cambridge using this path.

Boston side: Between Harvard Bridge and River Street bridge, there is no room for walkers and cyclists to co-exist in the same direction. I have had many close calls there, and I know I am not alone. This part of the path is definitely the scariest section with the high foot traffic, as well as numerous cyclists just trying to get to or from work.

By creating safe, wide paths for cyclists and runners to coexist, we would take aim at reducing the congestion caused by so many cars trying to get into Boston/Cambridge from the west every day.

Please take this to heart and work to make Boston the most walkable/bicycle friendly city it can be!

Sincerely,
Christine Klaus
225 Winslow Road
Newton, MA 02468

From: ccassa@gmail.com [<mailto:ccassa@gmail.com>] **On Behalf Of** Christopher Cassa
Sent: Wednesday, January 31, 2018 3:16 PM
To: Strysky, Alexander (EEA)
Cc: comments@walkboston.org
Subject: I-90 Allston, EEA # 15278

Dear Mr. Strysky,

The Charles River paths are heavily used and crowded, and the area adjacent to the I-90 project is one of the most narrow and loud portions of the otherwise beautiful Charles River bike path. When biking along the paths as they are now, it is dangerous as the path narrows dramatically as it encounters the bridge areas.

The land that Storrow Drive currently occupies was not intended to have a road (and is named after a person who advocating for the peaceful uses of the riverbank and that it not become a road!) We need to take advantage of this incredible opportunity to make this right and once again make the path beautiful, broad, and quieter. We need to encourage pedestrian and cycling uses on this precious land to help remove congestion from the roadways. CC2-1

Along the same lines, it is absolutely essential that the updated plans include transit from day 1. Harvard is donating \$58 million, so we need to take advantage of that and build a commuter rail station (even if it is modest). CC2-2

Thank you for your thoughtful consideration.

-Chris

--

Christopher Cassa

From: David Jones <dbjones1899@earthlink.net>

Sent: Wednesday, January 31, 2018 2:05 PM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: I-90 Allston, EEA #15278

Dear Sir:

I support WalkBoston's proposal to "UnchokeTheThroat". I enjoy walking, running and biking along the Charles, but I avoid the bike path section upstream of the B.U. bridge because it is noisy, unpleasant and dangerous. It also is the slowest section of the path from a cyclist's perspective, because bikers cannot easily pass walkers or other cyclists and must slow down to avoid collisions.

Widening the path and separating it from traffic would hugely enhance that part of the Charles. It would also greatly improve the efficiency of the Dr. Paul Dudley White Bike Path as a transportation corridor for bike commuters and other cyclists. I urge the Commonwealth to include improvements to the bike path, along the lines of those recommended by WalkBoston, in the I-90 Allston Interchange Project.

DJ-1

David B. Jones
45 Mt Vernon St, Unit 5A
Boston, MA 02108

From: [Debbie Levey](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: Re: West station
Date: Wednesday, January 31, 2018 1:24:58 PM

Wednesday's Boston Globe highlights overcrowding on the Red and Orange lines, as well as buses. This hardly seems to be the time to officially propose a huge development in Allston and acknowledge that transportation won't even be considered.

Debbie Levey

On Tue, Jan 30, 2018 at 9:46 AM, Strysky, Alexander (ENV)
<alexander.strysky@state.ma.us> wrote:

Debbie- Thank you for your comments.

Alex

Alex Strysky

MEPA Office

[100 Cambridge Street, 9th Floor](#)

[Boston, MA 02114](#)

ph: [\(617\) 626-1025](tel:(617)626-1025)

fx: [\(617\) 626-1181](tel:(617)626-1181)

From: Debbie Levey [mailto:violawort@gmail.com]
Sent: Sunday, January 28, 2018 10:58 PM
To: Strysky, Alexander (EEA)
Subject: West station

Every day the burgeoning Seaport district demonstrates exactly what happens when rapid massive development occurs without considering how people will move around. Whether they're commuting to work into or out of the district, or trying to obtain all the other normal goods and services unavailable in the new neighborhood, residents face a lack of public transportation and clogged roads for drivers. Meanwhile, housing prices escalate and development booms in areas based on the nebulous promise of a Green Line extension. Obviously people desire mass transportation, and transportation should be an integral part of new

development from the start.

What will happen if all that land freed by straightening the MassPike develops without any regard for mass transit until 2040? How will those thousands of new residents get anywhere in an overstressed public transit system? Will a belated decision to construct a bus/rail station involve spending another 10 years to acquire the necessary land, since every speck of buildable land will be developed, and getting sued by everyone for NIMBY reasons?

Knowing the cost and effects of what has happened in the past (Central Artery, Big Dig), the benefits of increasing transit's outreach (Red Line to Quincy & Alewife), and the current mobility crisis in the Seaport, why would anyone announce that transportation really doesn't matter and needn't be part of development?

D.A. Levey

Brookline

From: Ivy Stoner [<mailto:ivy.stoner@gmail.com>]

Sent: Wednesday, January 31, 2018 9:05 PM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: I-90 Allston, EEA # 15278

Dear Mr. Strysky,

My name is Ivy Stoner. My husband, infant daughter, and I used to live at 812 Memorial Drive in Cambridge, right across the river from "The Throat". We now live in East Boston but frequently go back to Memorial Drive and Storrow Drive because we enjoy the walking paths so much.

Walking along "The Throat" with a stroller and your partner at your side is a very unpleasant experience. First, we have to shout at each other to be heard over the traffic on Storrow Drive. This is not ideal when you're trying to put your infant daughter to sleep. Second, the proximity to the high-speed traffic with very little separation is very unsettling, especially when you have a child in tow. Finally, the path along Storrow Drive is very crowded (which would be great if there was enough space for walkers, runners, and bikers). My husband, daughter, and I take up the space of two people side-by-side; runners weave all around us and bikes ring their bells or yell for us to get out of their way. Clearly, bikers and pedestrians need much more room than what is currently IST-1 offered.

I support either of WalkBoston's proposed solutions to "Unchoke The Throat". I personally prefer IST-2 the "On Fill" option, as it offers more landscaping which will help to mute the sound of traffic. Either proposal, however, would be a welcomed improvement to that area of the path.

Please let me know if you have any questions.

Best,
Ivy

From: Jeff Gang <jeff.gang@gmail.com>
Sent: Wednesday, January 31, 2018 12:29 PM
To: Strysky, Alexander (EEA); comments@walkboston.org
Subject: I-90 Allston, EEA # 15278

Hello,

I'm writing in strong support of including upgrades to the pedestrian/cyclist paths in "the throat" as part of the I-90 Allston Interchange Project. This section of path is dangerously narrow -- for JG-1
walkers, runners, anyone with a stroller, and cyclists. But it's one of only a handful of safe ways to travel that direction -- and to enjoy the river!

It's ludicrous and dangerous for MassDOT build ten lanes for automotive traffic while forcing all other people on foot or wheels into two four-foot-wide lanes. The transportation of the future will be walking, cycling, and public transit-oriented, and to ignore that is setting Boston up to fail in the coming decades.

The Esplanade is one of the best parts of Boston. If we're going to revise the highway transit in this section of the city, the least we can do is make a safer path for those that don't drive.

Thank you.

Jeffrey Gang
38 Boynton St Apt 3L
Jamaica Plain, MA 02130

From: John S. Allen <jsallen@bikexpert.com>
Sent: Wednesday, January 31, 2018 11:24 AM
To: Strysky, Alexander (EEA)
Subject: I 90 Interchange project, EEA # 15278

Dear Mr. Strysky:

I am writing in support of prompt construction of West Station as part of the I-90 Interchange project. West Station offers not only an alternative to increased traffic clogging the Turnpike and surface streets, but also north-south bus, pedestrian and bicycling connections, all the more important with the massive development project on the former Beacon Yards, and the option for a transit connection to Cambridge on the Grand Junction rail line. JSA-1

I am pleased that Harvard University has stepped up and increased its commitment to this effort, but all other necessary measures must be undertaken so the prompt construction of West Station occurs.

Very truly yours,

John S. Allen
7 University Park
Waltham, MA 02453-1523 USA
781 891-9307 home
781 856-4058 mobile

Member, Board of Directors, Charles River Wheelers bicycle club Member, Waltham Bicycle Committee
-- but the opinions I express are my own.

From: Krystyna Chmielinski <krystynachmielinski@comcast.net>

Sent: Wednesday, January 31, 2018 12:58 PM

To: Strysky, Alexander (EEA)

Subject: Neighborhood traffic

Please consider the disruption to the neighborhood of Crowninshield Rd, Brookline when designing the new mass pike configuration. My family has owned a house on Crowninshield since 1910 and still live there. We were there during the 70s when a neighbor was struck by a motorcycle and nearly died. This act prompted the one way designation. I was a teenager counting cars as part of the process.

North Brookline has endured many 40b projects which has destroyed the nature of this beautiful block. Do not let this area endure more than its share of noise, disruption and traffic. Truly, Krystyna Chmielinski KC-1
67 Crowninshield Rd
Brookline

Sent from Krystyna



From: Kyle Robidoux <kylarobidoux@yahoo.com>

Sent: Wednesday, January 31, 2018 9:18 AM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: I-90 Allston, EEA # 15278

Hi Alexander,

I am a Boston resident and am writing about the redesign of I-90 and the potential improvements for the Charles River walkway/Esplanade path. I am very interested in the narrow section which runs along directly along I-90.

I run along this section four tot five times a week and it is by far the most unpleasant section on the path. Being so close to the highway and cars detracts from the spirit of an urban setting such as the path. More importantly, as a runner who is legally blind and does most of my runs with a sighted guide, this section presents a safety issue for me and other path users. My sighted guide and I run side-by-side so s/he can call out any obstacles and other path users. This is the only section in which two runners side by side is an incredbole challenge. My guide frequently has to dodge oncoming path traffic (cyclists, walkers, and runners) while also being aware of users coming from behind. This is a tough task and incredibly unsafe.

A wider path, as proposed by Walk Boston, would recapture the initial spirit of the path and also make it much more accessible. Please consider these design options, which will have zero impact on the actual highway design, as the planning process moves forward. Please let me know if you have any questions regarding my comments and thanks for taking them into consideration. KR-1

Kyle Robidoux
6 Greenwich Court
Roxbury, MA 02120

From: Mark Zurlo <markzurlo@gmail.com>
Sent: Wednesday, January 31, 2018 10:12 AM
To: Strysky, Alexander (EEA)
Cc: comments@walkboston.org
Subject: I-90 Allston, EEA # 15278

Hi Alexander,

I would like to voice my support for finding a solution to the "throat" area of the Charles River path along Storrow Drive and the Mass Pike viaduct. I run this path often, and I find it to be very narrow and poorly lit. I am constantly afraid of cyclist hitting me from behind and I have a hard time hearing them because of the noise from the highway. I think a solution that pushes the path further from the road and widens it would benefit hundreds if not thousands of people every day. The straightening of the Mass Pike in this area provides a great opportunity to fix this area of the path without impacting travel lanes on Storrow Drive or the pike. I hope this can be considered. MZ-1

Thanks!
Mark

From: Matthew Lawlor <matthew.j.lawlor@gmail.com>

Sent: Wednesday, January 31, 2018 8:34 AM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: I-90 Allston, EEA # 15278

Good morning:

With regard to the referenced project and the environmental impact report filed in connection therewith, I would like to record my full support for the alternatives proposed by WalkBoston/Sasaki/Charles River Conservancy to make the so-called "Throat" into more than just a narrow path but a real recreational amenity and important link in the regional multi-use path network. I urge MassDOT to take a closer look at this important part of the I-90 project and find the resources needed to make the alternative plans work as part of this massive, once-in-a-generation opportunity. Thank you.

MLaw-1

Best,

Matt Lawlor

15 Basto Terrace

Roslindale, MA 02131

President, WalkBoston Board of Directors

From: Mike Mennonno [<mailto:mmennonno@gmail.com>]
Sent: Wednesday, January 31, 2018 6:20 PM
To: Strysky, Alexander (EEA)
Subject: I-90 Allston, EEA # 15278

Hi Alex,

I recently saw how plans for I-90 Allston leave that section of the Charles River Bike Path pretty much as is, and wanted to let you know, as someone who uses the path daily as the fastest and safest way to commute from Allston to Boston and back, I'd love to see MassDot consider some of the great proposals from [WalkBoston](#)/[The Charles River Conservancy](#)/[Sasaki Associates](#) to expand the path and improve the commute for cyclists/walkers/joggers as well as motorists along that stretch. MMEN-1

Not only would this make the commute safer and more pleasant for everyone, it would bring Boston up to the standards of other world-class cities that design with consideration for all modes of transportation. This path is very well-utilized as you know, and not just for recreation. People like me who would otherwise be contributing to rush hour congestion are instead using bike paths. That's a big plus for everyone.

Please consider Sasaki's great proposals going forward, and give Boston the commuting options it deserves!

Thanks!

Mike Mennonno

From: Milos Miljkovic [<mailto:mmiljkovic777@gmail.com>]

Sent: Wednesday, January 31, 2018 3:09 PM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: I-90 Allston, EEA #15278

Hi Alexander,

As a runner and cyclist, I am a frequent user of the Charles River path and the throat. Imagine my surprise when I found out that within one billion dollars MassDOT is planing to spend for the I-90 Allston Interchange Project, no money is set for improvements of the path. Being a taxpayer, I think this is unacceptable use of our tax dollars.

I urge you to accept either of the two proposals by walkBoston and the Charles River Conservancy to improve the path. My favorite is Boardwalk proposal but I will be more than happy with On Fill landscape. MMIL-1

Let's unchoke the throat!

Cheers,

Milos Miljkovic.

61 S Huntington Ave

Apt 201

Jamaica Plain, MA 02130

From: Nicholas Graham [<mailto:nicholas.graham1@gmail.com>]

Sent: Wednesday, January 31, 2018 6:44 PM

To: Strysky, Alexander (EEA)

Subject: Subject Line: I-90 Allston, EEA # 15278

Greetings sir,

My name is Nicholas Graham and i am a resident of Alston Ma who supports the efforts proposed to improve the bike path along the esplanade, at its narrowest point.

NGR-1

It is important to me because as a bicycle commuter who uses that path every day to bike to my work downtown, the particular section in question along the path is always a frightening experience, especially when crowded or with imperfect conditions.

As you know the path from Cambridge street is only separated from cars exiting Storow drive by a low guardrail, without sufficient space to pass or maneuver if the path is occupied by more than a single individual at a time. It is a dangerous area on a path designed for use by families with young children, pets, etc. and easily preventable by sound city planning (at minimal cost to the taxpayer).

An opportunity exists to improve existing facilities under a greater public works project that hopefully you will continue to research and pursue.

If you already have a particular position about the proposed plans/design, could you please enlighten me so i can have a better understanding of your thoughts on the issue?

Thanks for your time and efforts regarding this subject which hits close to home.

Best regards,

Nicholas Graham

From: Nina Garfinkle [<mailto:nina.garfinkle@gmail.com>]
Sent: Wednesday, January 31, 2018 9:45 PM
To: Stryisky, Alexander (EEA)
Cc: kearney brendan
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction

Dear Secretary,

I am concerned with how people will get around, before, during, and after the reconstruction of I-90. The issues for people that walk, bike and take transit cannot wait until the highway or the development is completed. It must be done before. In addition, essential commuting and recreational paths along the Charles River are being developed as an afterthought to highway needs. Transit can help as an alternative during and after highway construction, and paths must be provided for the growing non-vehicular travel needs of this dense urban environment.

Make Transit a priority. First.

NG-1

Urban highway projects without significant, simultaneous transit improvements should no longer be built. The I-90 project describes massive changes for the Turnpike and feeder roadways, but does not include the transit improvements needed to mitigate the project and to set the stage for a healthy, multi-modal future for Boston, Cambridge and Brookline. To support planned growth and a walkable, transit-accessible and bikable future:

- Transit projects should lead, not trail behind the highway construction. A new West Station can provide transit access to/from the western suburbs and South Station, walk-ins from Allston and Brookline, and crosstown riders on buses serving Harvard Square, the Longwood area and Kendall Square.
- Successful large developments provide for transit early. The Silver Line was built before the Seaport District evolved, the Red Line was in place to serve Kendall Square, and three Green Line stations served Prudential Center.
- Robust transit ensures the 50,000 residents and workers can get to jobs, friends, errands. This will set the transportation patterns for the people who will occupy and pass through the development area daily.
- Transit should mitigate traffic volumes during and after construction. This area has among the highest daily volumes in the state – 144,000 vehicles per day on the Turnpike, and 90,000 on Soldiers Field Road along the river. People driving to, from and between the highways use local streets. With transit implemented first, congestion during construction would be

eased, drivers would have alternate ways to get to this area and beyond to their final destinations.

- The new bridge would serve high demand bus routes. People go between North and South Allston, and between Harvard Square and the Longwood Medical Area daily. The bridge would eliviate congestion for everyone, allowing people to go directly to their destinations and avoiding the need to go into the city center and back out again. NG-2

Improve the River's edge paths

The riverfront walk/bike infrastructure is inadequate and unacceptable. One mile of the Charles River is affected by the project — the “Throat”. Residents and visitors deserve a plan for the banks of the Charles River commensurate with the setting and 21st century planning standards.

- Highways should not use Charles River Basin Park (on National Register of Historic Places) to be widened and relocated. The Turnpike and Soldiers Field Road are being prioritized and leftover space used for the riverfront park. NG-3
- The “throat” is left in it’s current, inadequet condition. It remains an unattractive NG-4
- and unsafe 8’ narrow path, shared by people walking and biking. It is separated from the high-speed, extremely busy Soldier’s Field Road traffic by a single guardrail. There is no landscaping, trees or resting place along this area.
- To mitigate taking parkland, it should provide adequate and attractive parks. Highways that are located in and adjacent to significant regional parks should contribute to their improvement. NG-5
- A more generous and usable park layout must be developed. Guidance from DCR and the State’s Historic Preservation Office which oversees impacts to National Register properties [the Charles River Basin] is essential.
- A master plan for the entire riverfront is essential. It should include two paths – one for runners and walkers and another for bicycling. It should include landscaping and places to rest and view the river. This modern standard for Charles River parks has already been set by DCR in designing paths along Memorial Drive in Cambridge. NG-6
- The river itself must be understood and planned for. We need to understand the river’s currents, rate of flow, volume of water entering from storm drain retention basins, and methods of making the rivers edge more natural and attractive. NG-7

- There are no docks or places where boaters can come ashore. River and park users cannot enter or exit the water safely. NG-8
- There are no connections between local streets and the river path. NG_9
Although runners, walkers and cyclists use the path for recreation and commuting, nobody can access this mile-long stretch of park or make any cross connections.
- The plan should consider selected filling of the river to make a wider park. NG-10
To give space for paths, rests and landscaping a conservative 35' – 40' wide strip in the 2000' leading up to the BU Bridge should be filled. This would allow for also allow for safe separation from the highway. The river has been filled in in the past to create The Esplanade.

Respectfully and hopefully,
-Nina Garfinkle

Nina Garfinkle | Garfinkle Design | www.ninagarfinkle.com
7 Holyoke Street, Boston MA 02116
T: 617.424.9115 | M: 617.733.4321 | nina@ninagarfinkle.com

From: Patrick Mayne <rpmayne@gmail.com>

Sent: Wednesday, January 31, 2018 11:45 AM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: I-90 Allston, EEA # 15278

Hi, I'm a regular user of the pedestrian/bike path from the Esplanade to Cambridge and Watertown, along the southern side of the river. The area along Soldiers Field Rd from the BU bridge to Cambridge street has always been the most unpleasant, with car noise and exhaust, and dangerous, dodging bikes, runners, walkers, and dogs in a narrow area with a guard rail. Any plan to update the infrastructure of I-90 and Soldiers Field Road in that area should include a portion set aside for the improvement of the path, either expanding the riverbank through infill or creating a boardwalk. Public health studies have shown that exercising in the presence of concentrated car exhaust is often worse than no exercise at all, not to mention the safety/congestion issues on the path itself. Please fix this absurdity while you have the chance. PMAY-1

Cheers,

Patrick Mayne

20 Hall Avenue Unit 1

Somerville, MA 02144

From: Peter Furth <furth.peter@gmail.com>
Sent: Wednesday, January 31, 2018 11:15 AM
To: Strysky, Alexander (EEA)
Cc: comments@walkboston.org; Herb Nolan
Subject: I-90 Allston, EEA #15278

[Resent with my address added]

I completely agree with the sentiments expressed by WalkBoston's "Unchoke the Throat" campaign.

The I-90 project design needs to recognize the current condition of the Charles River Path as an unacceptable deficiency that this project must remedy. It isn't just a path; it's a linear park. And so its needs aren't just for 10 ft of pavement; it needs separation from traffic, so that the surroundings people feel are PARK and not highway. PFUR-1

It needs separate paths for strolling and bicycling. The DCR's practice of providing shared use paths for both walking and bicycling is anachronistic - it's an old, cheap solution based on an assumption that there won't be much of either walking or bicycling, an assumption that clearly doesn't apply in this setting. All of the most recent guidelines for walking and bicycling say as much. PFUR-2

Encroaching on the water's edge undoubtedly adds some complications to the project; but by following appropriate procedures, the project can secure permission to either build a boardwalk or reinforce / expand the water's edge. The I-90 project should not shy away from this challenge unless it can come up with some other solution to create a genuine linear park. PFUR-3

Peter Furth
87C Brookside Ave
Boston, MA 02130

From: Xander Miller [<mailto:xand.miller@gmail.com>]
Sent: Wednesday, January 31, 2018 8:25 PM
To: Strysky, Alexander (EEA)
Cc: comments@walkboston.org
Subject: I-90 Allston, EEA #15278

Hello,

I'm writing today to support WalkBoston's efforts to improve the Charles River "Throat" as part of XM-1 the Allston I-90 reconstruction project. I commute via the Esplanade 6 days a week to my hospital currently, and improving the throat as detailed in their suggestions would be a significant and massive improvement to the usability and human-friendliness of that section of the river. I encourage you and the rest of the planning team to take their suggestions and ensure that the Allston interchange project doesn't just help cars, but also helps the humans who live in the area.

Thanks!

Xander Miller

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Xander Miller

Northeastern University PharmD 2018