



December 23, 2010

To: William Clark  
Director of Planning & Community Development  
Town of Milton

Through: Keri Pyke, P.E., PTOE  
Howard/Stein-Hudson  
Project Manager

From: Nathaniel Curtis  
Howard/Stein-Hudson  
Public Involvement Specialist

RE: **East Milton Square Parking and Access Study  
Meeting of the Business & Citizens Advisory Council (BCAC)<sup>1</sup>  
Meeting Notes of December 15, 2010**

William (Bill) Clark (Director of Planning & Community Development for the Town of Milton) opened the meeting by welcoming the members of the BCAC and thanking them for their attendance. He also noted that the meeting was one short of the quorum required to make a decision, but that the committee would go ahead as scheduled since the purpose of the session was to share data and brainstorm ideas.<sup>2</sup>

## Highlights of the Presentation

Following his opening remarks, Bill turned the meeting over to Keri Pyke (HSH) who briefed the audience on the current status of the project with a short PowerPoint presentation. Highlights of the presentation included the following:

- o Topics for discussion in the presentation included the following:
  - o Project schedule and status;
  - o Initial results/impressions from the parking turnover study;
  - o Results of the BCAC web survey
  - o Brain-storming session; and,
  - o Next steps.

Keri noted that the presentation would be relatively short to allow the maximum possible time for the brain-storming session.

- o As of December 15, 2010, the parking turnover study and recount of traffic volumes at the intersection of Adams, Centre and Pleasant Streets has been completed. These were the two remaining data items that had been held due to the MWRA construction. Completion of these tasks allows HSH to begin data reduction and helps to ensure the project's on-time conclusion in May of 2011.
  - o The turning movement count was performed on December 14, 2010.

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<sup>1</sup> Meeting attendance sheets are reproduced in Appendix 1.

<sup>2</sup> Several members arrived shortly after the presentation was begun.

- The turnover study was performed from 7:00 a.m. to 7:00 p.m. on December 9 and on December 11 from 8:00 a.m. to 7:00 p.m. The parking turnover<sup>3</sup> study was done on an hourly basis looking at striped, on-street parking in areas of the square considered *not to be* residential areas. Occupancy counts<sup>4</sup> of un-striped areas, municipal, and shared parking lots were also performed on an hourly basis.
- As the data was still being reduced at the time of the meeting, quantitative results of the turnover study were not available for this presentation. As of December 22, the data has been reduced and numerical data will be available for the BCAC's January meeting. Significant quantitative data available at the time of the meeting summarized herein included:
  - Enforcement of parking regulations in East Milton Square seems lax – many motorists seem to know this and park accordingly. Several drivers asked HSH employees conducting the study if they were writing tickets. This suggests that parkers understand that they are violating parking regulations, but assume they will get away with it.
  - Several vehicles with out-of-state license plates were parked all day in the East Milton Square service zones. These vehicles were not ticketed or towed.
  - Many vehicles were parked in spaces for far longer than regulations permitted. The length of time overstayed was often several hours.
  - Vehicles were parked in driveways, crosswalks, on sidewalks, and before or after areas of legally striped parking all over the Square, particularly on Edge Hill Road and Granite Avenue – even when legal spaces were available nearby.
  - Parking turnover is very low – this is generally considered to be bad for business.
  - The center of the Square as defined by the section of Adams Street immediately east of 193, the sections of Granite Avenue immediately north and south of Adams Street and Bassett Street is in high demand for parking throughout the day.
  - Conversely, parking further north and south along Granite Avenue and to the west of 193 is much less well-used; though overstaying time restrictions is common in these areas as well.
  - It is possible that the current supply of parking is adequate to support the needs of current businesses if the current supply were put to more efficient use.
- While more parking may be in the Square's long-term future, particularly as new businesses move in, these early results suggest a number of short-term steps the Town of Milton can consider prior to attempting to increase the supply. Possible steps include:
  - To encourage use of more lightly used parking:
    - Improved street lighting in areas such as along Bryant Avenue south of Boulevard Street or along Adams Street between the Saint Agatha's parking lot and the center of the Square.
    - Improved wayfinding to help drivers re-circulate when looking for parking or to help them walk from further away parking places back to the center of the Square.
  - To drive turnover:
    - Improved regulatory signage.
    - Increased enforcement of parking regulations.<sup>5</sup>

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<sup>3</sup> Turnover studies make note of vehicle license plates, allowing a determination of how long a given car occupies and given space.

<sup>4</sup> Occupancy counts are performed by determining how many cars are in a given parking area at a given time. The results show how full a given parking area is at the time counted.

<sup>5</sup> Keri also made note at this point of an article from the ITE Journal given to her by BCAC member Kurt Frasier regarding a real time parking information system. She encouraged members of the BCAC to take and read a copy.

- The BCAC web survey was completed with an approximately 75% response rate. The purpose of the survey was to select a few squares that BCAC members generally agree are worthy of either emulating or have elements that could be borrowed for use in East Milton Square.<sup>6</sup>
  - The top three squares that BCAC members believe to be good comparables were Concord Center.
  - At the next meeting, the project team will be able to tell the BCAC some basic data about all three sites including retail mix, parking regulations, pedestrian environment and traffic circulation.
  - These findings will in part be used to determine how successful elements of the benchmark squares can be implemented in East Milton Square.
- In the month of January, a similar, but somewhat lengthier survey for local merchants will be launched. This survey will touch on some of the same topics as the one provided to BCAC members, but will also address how local businesses and their customers think about and make use of the existing parking supply.
- Upcoming meetings includes the following:
  - On January 12, 2011, a BCAC meeting addressing:
    - Zoning
    - Data from comparable squares
    - Quantitative results from the parking data summary
  - On February 9, 2011, a BCAC meeting addressing:
    - Existing traffic conditions
    - Concept development and analysis
    - Local merchant survey results
  - In late February, the next legislative briefing
  - In late February or early March, the 2<sup>nd</sup> community meeting
- Before moving on to the brain-storming/Q&A session, Keri also shared a number of possible concepts for the redesign of East Milton Square with the BCAC. These included one from the Milton Business Revitalization Plan and one created by BCAC member Kurt Frasier. These two concepts primarily address changes in circulation patterns around the Manning Community Park and use of a portion or the entire park for vehicle parking.<sup>7</sup>
- The following short, medium, and long-term possibilities were also offered as potential opportunities for the BCAC to consider:
  - **Short-term:**
    - Improved parking signage and enforcement of regulations
    - Improved wayfinding for *both* cars and pedestrians
    - Improved bike and pedestrian environment
    - Seeking new businesses for the square
  - **Mid-term:**
    - Changes to traffic patterns with accompanying changes in geometry
    - New green space or open space
    - Seeking new businesses for the square
  - **Long-term:**
    - New parking areas or structures

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<sup>6</sup> During Keri's discussion of the results of the BCAC survey, she showed the committee aerial photographs of each of the selected benchmark squares. These can be viewed at: <http://www.eastmiltonsquarestudy.com/documents.html>

<sup>7</sup> These concepts can be viewed on the project website at: <http://www.eastmiltonsquarestudy.com/documents.html>

- Additional decking of I93
- New green space or open space

## Question & Answer/Brain-Storming Session<sup>8</sup>

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C: Kenneth Caldwell (KC): In the survey, you provided us with a selection of sample comparable squares and there was also a box for "other." I'm curious to know what people put in that other box.

A: Nathaniel Cabral-Curtis (NCC): The survey was set up to ask the question about comparable squares twice. The first time, the question was set up to ask people "if there was only one square you could make East Milton Square more like, which one would it be?" The second time, the question was set up to capture the top three squares people would like East Milton Square to emulate. What was interesting is that generally in the "other" box in question one, people picked a second square from the menu of offered options. Then, when they got to the second question, they picked their first choice again, their second choice from the previous "other" box and then added a third choice.

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C: Lesley Will (LW): When I did the BCAC survey, I thought that the squares you suggested as benchmarks might not be achievable. None of them have I93 down the middle of them and so I tried to select a square that seemed more like outs.

A: Keri Pyke (KP): That's true, but then very few squares have I93 running down the middle of them the way East Milton does. That's good feedback for us to have. I think our goal is see what elements of the comparable squares could be emulated in East Milton and how you might apply those ideas here.

C: LW: You know another interesting thing about the comparable squares is that Hingham Center has a Fruit Center like East Milton, but instead of being in the middle of the square, it's on the periphery.

A: KP: That's correct. When I was looking at these aerial photographs this morning, I did see the Hingham Fruit Center just off to the left of what's visible in the picture in tonight's presentation.

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C: Arthur Doyle (AD): Newton Centre is an interesting comparable. For one thing, it's phenomenally well-policed. If you're in a parking spot for more than a minute over the time limit, they give you a big ticket.

C: Meryl Manin (MM): They also have enough parking. There's a large lot in the center of the square and then two more behind the main street. People know that if they can't park in the center lot, they can always use one of the other two.

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Q: AD: I'd like to ask a question about the BCAC survey. There were several things we were asked about after the comparable squares. What were the results of that?

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<sup>8</sup> Following the discussion, Nathaniel Cabral-Curtis received a letter from Lee Toma of the Milton Bicycle Advisory Committee. This letter is reproduced as Appendix 2 and has been forwarded to both Keri Pyke and Bill Clark.

- A: NCC: Those questions were there to see what you would like us to analyze in terms of the benchmark squares. So, when Keri said we would look at things like retail mix, parking regulations, pedestrian environment and traffic circulation, those categories were informed by your answers to the later questions in the survey.
- C: AD: I also have a comment about Concord Center. I believe, in reflecting back on some of our earlier conversations that we had talked about Concord Center as being a square that works well. It has good signage and you'll notice in the aerial photograph you showed us that the crosswalks are very pronounced, not like the crosswalks in East Milton Square which you can barely see. In our meeting in July we walked about striping certain areas of pavement to prevent people from "blocking the box." One place where we could really benefit from that is the place where residents make the left turn onto Franklin Street. When the box is blocked there, the traffic backs up on Adams Street all the way to the fire station. You'll note that the box is defined right outside the library and it works very well.
- A: KP: Yes, we noticed that as we came in this evening. That's good feedback.
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- Q: Kurt Frasier (KF): Did you try to get data from the police station about how many tickets they wrote?
- A: KP: I don't believe that we tried that yet and I don't know whether they would share that information.
- C: MM: Enforcement around here goes in spurts. They pay attention for a week and write a whole bunch of tickets, but then someone complains, and even the police don't enjoy being yelled at, so they go away for a month or two before coming back and starting it all over again.
- A: KP: The reality is that to help your parking situation, you are going to need to think about enforcement or some other mechanism to help drive turnover. Looking at the top three squares you picked, I know that at least two of those three have parking meters and that's something we may need to discuss. There will be some operating costs and you would need to price it to make sure it would be worth it for the town, but these are some of the hard things we need to wrestle with.
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- Q: KC: On the Thursday that you were out, did anyone walk up to Reservation Road and check the number of vehicles coming through there before 8AM or 9AM when you started?
- A: KP: I don't think so. This survey was about parking, not about traffic.
- C: KC: I think it would be useful information to have; I think we have heard loud and clear that cut-through traffic is an issue.
- A: KP: I agree and that is certainly on our radar screen for the next go-round when we come back to you the next time with additional detail. We can provide you with that detail now that we have finished the data collection that was suspended for the MWRA work.
- Q: KC: Did you count the number of cars parked all day or for a big part of the day parked on Edge Hill Road?
- A: KP: Yes we did.
- Q: KC: And how far up did you go?

A: NCC: Just to the end of the striped parking, where Edge Hill Road meets Boulevard Street behind the Shell Station.

C: KC: They park all day on Edge Hill Road beyond that point.

A: NCC: They park all day in the half hour spaces on Edge Hill Road next to the Shell Station so it doesn't surprise me that they are staying all day just a little further up the road.

C: KC: I don't think that people staying that long are shopping here.

A: KP: I would guess that they are doing a sort of park-and-ride using Milton's streets as a commuter parking lot. Maybe something else we need to think about is extending the meters or the regulations further out into some of the residential areas where those things are happening.

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Q: LW: Will there be a separate look at zoning and if so, how are the gas stations zoned? It seems like those gas stations attract a lot of cars.

A: KP: Yes, we are looking at zoning as part of the project. I haven't had a chance to check in with Icon Architecture about it, but I know they had started looking at the zoning back around Thanksgiving. I would guess that the current gas stations are either allowed uses or grandfathered in, but you could look at those sites for later redevelopment in the long-term.

C: Bill Clark (BC): Both of the gas stations just spent a lot of money on renovations including new underground tanks. They're allowed uses in a business zone. I wouldn't anticipate their departure any time soon.

A: KP: With or without changes in East Milton Square, the change of land use never happens overnight. We have been working on the Seaport Square development in South Boston and they have approved projects for construction on land that is currently occupied by surface parking and those projects have been on the slate for 12 years and they're still not built because financing hasn't been right or the demand isn't there. Sometimes you could get lucky and a landowner gets a good offer and they are willing to sell out, but even if you change the zoning you wouldn't be able to kick the gas stations out.

Q: LW: There's a study getting started about moving the fire department. How might that impact the Square?

A: Bernie Lynch (BL): That's really just getting started; they're just looking at possible new locations.

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Q: BL: Would the deck that the Manning Community Park occupies take the weight of all the parked cars in Kurt's concept?

A: KP: That is an issue that we would need to look at, but that's why we have Gill Engineering on the team. One thing I want to caution everyone about is that these concepts that we have on the table are not necessarily what we will recommend though we might borrow some pieces. Another thing we've talked about is parking balconies, cantilevered out over the highway. We've also discussed creating more parking by taking some of the properties along Bassett Street and we'll need to weigh the costs and benefits associated with that.

C: AD: I know we've also discussed covering part of the Expressway south of Boulevard Street between the Shelton Building and the fire station.

A: KP: So, adding to the existing deck or taking away some of the park for parking are both options. I also want us to think about circulation. It seems inherent in looking at the plans we've been given thus far that there's an issue with circulation in the Square. If somebody overshoots their destination right now, it can be very hard to get back especially if you don't know your way around the Square that well. I know that at a previous meeting we had discussed returning Adams Street to two-way circulation. Is that something we could look at?

A: BL: I certainly think you ought to evaluate that in your planning.

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C: KP: We've also been talking about what you can do with the deck a lot. The deck is a park built with federal money. Taking it out requires an act of the legislature which could definitely take a while. However, if you replicate the park elsewhere or redistribute its area so that it works better, you can avoid that lengthy process. One thing I thought about was running the roadway through the middle of the park, maybe narrowing the road to get yourself some more parking at the same time and making things more comfortable for pedestrians, and then joining the park segments to the sidewalks at either side. The idea of the park was to knit the Square back together again which hasn't entirely happened. I thought that maybe you could put Bryant Avenue and Granite Avenue on top of I93 and knit the Square back together that way. I haven't drawn this in a way that requires me to have geometrically correct curves and so we might need more decking, but it could be something to look into.

A: BL: If you need more decking, you could cantilever the extra space out from the sides without completely decking the highway.

A: KP: On thing about the cantilevering out over the edge is that we need to start thinking about how that would be built. Could it all be done from the top or would we need to shut down some lanes of I93 at night. That's something to discuss with MassDOT. Additionally, there would probably be a time that parking would need to be shut down to accommodate construction vehicles so we'd need to address that as well.

C: MM: I don't much care for the idea of cars driving through the park. I'd much prefer the idea you showed us where you shifted the park up and got rid of the section of Adams Street crossing I93.

A: KP: So that would be something like the Milton Revitalization concept. We might take out the pavement associated with Adams Street which would definitely help us with the 4F process. I think you should concentrate on solutions that don't involve demolishing the park because doing that will be a long process.

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C: John Virgona (JV): One thing that strikes me is that this will never be Cunningham Field. This is a green space in a congested area, but I am concerned about the discussion of expanding the park.

A: KP: I think we're talking about making changes to the park that lead to better circulation and maybe more parking. Our goal is to reorganize the space you have so it works better. I will tell you that our urban designer has ideas to activate the space, but you're right in that this is primarily a passive space: you're walking through it, or spending ten minutes in it drinking your coffee.

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- C: LW: I think a big issue that we're not discussing is people getting off I93 south of the square. They get off at Exit 8 and cut up to Squantum Street as a way to get to Quincy because at the next exit up near the Neponset River, there's no way to get to Quincy. Would it be worth evaluating if that ramp could be changed so that you could get off in either direction? If you could get off there, you might choose to do so to bypass the traffic by the fire station.
- Q: AD: So there'd be an exit ramp from I93 northbound near the VFW post on Granite Avenue?
- Q: KC: How could you do that? There's a big elevation change there and the highway is divided at that point?
- A: JV: I think those are things we could analyze and work our way around. There's an existing turn-around there. Maybe we could use that somehow.
- A: KP: It's in our scope to discuss these sorts of issues, but correct me if I'm wrong Bill and Paul; it is not in our scope to access the regional model to see how we might assign traffic to a new ramp. Concept-wise I think we could come up with something feasible, but I'm worried about whether we could get data for it.
- Q: KC: Can we suggest that this issue be studied by the work going on for the fire station? If they were to move the fire station to the area between the DPW yard and the VFW post, they might need a ramp to get onto the highway to address accidents.
- A: KP: The issue there is that if you are talking about a new ramp, then there is also a very length process that goes with that. I'm wondering if there's a way to use the turnaround John mentioned.
- C: Paul Nelson (PN): I think we need to be sensitive to the fact that Keri has a limited budget and scope. There are a lot of transportation things happening in East Milton Square, some of which are local and some of which are regional. Adding a new ramp could make some changes. I would suggest you raise it in your final report, but don't tackle it head on. I think you want to focus on local things in the Square that you can handle. You could burn up a lot of money in a hurry studying a new ramp.
- C: KP: I'm also wondering if there's some other way to treat the traffic coming off the ramp from the south of the Square that would help the condition Leslie mentioned. That's also your access ramp into your town so it needs to remain available. Maybe there's something we can do to make the ramp less desirable to regional traffic.
- A: JV: The light by the fire station is supposed to do that.
- A: KP: Yes, I've seen the signal timing chart and I'm aware of what's been done, but that light hurts Milton residents too. I wonder if there's something that can be done further south closer to the ramp. It seems unfair to penalize you for wanting to drive through your own town.
- C: LW: I can see the differentiation between the regional and local issues, but I think the regional traffic is impacting us. We can't just drop it off the table.
- A: KP: I think Paul was right. I think we need to focus on what we can address locally and in our final documentation we can say it was brought up and ought to be studied under another effort.
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- Q: KF: Based on the data we have right now, can we think about short-term solutions, such as having metered parking?

- A: KP: Certainly, earlier we had shared our short list with you. As you'll recall wayfinding is on that list. Sign clutter aside, you don't want to overwhelm people with signs, but a wayfinding map of East Milton Square could be very helpful, something showing you if you park over here, here's how to walk back to the center of the Square. Also we can definitely talk about metered parking.
- C: MM: I have no problem with installing meters if we were set up like Newton Centre, but we have so few spaces as it is, just putting meters on them won't work.
- A: KP: I think this is a place where we need to talk about having an overall parking plan. You may need to think about some kind of resident parking program and where a reasonable boundary between the metered Square zone and the residential zone is. You might want to think about shared parking or permits for specific lots. I think should also think about lighting. Some of the less well-lit areas could feel unsafe.
- C: KC: I don't think it's appropriate to say it's a safety issue, it's a convenience issue, people feel it's not close enough.
- A: KP: I can see your point, but I think we need to think about it as a holistic parking management effort. You might want to say that the section of parking on Bryant Avenue which we found to be generally empty should be a service zone dedicate to postal employees. You may want to shift things around so that your service zones are at the outside of the Square and your premium spaces are towards the middle. Then, you could layer on meters and a residential parking program to protect those areas. That sort of a scheme could be a good short-term solution in advance of longer-term elements. The pieces need to layer together.
- C: KF: The other piece is enforcement.
- A: KP: Well that is another thing for us to talk about in terms of recent technological advances. There are some self-enforcing mechanisms that don't need a meter maid such as some of the more advanced central pay meters. Of course you would need to weigh the cost of a fancy meter against the revenue you receive from it.
- Q: BL: With one of those credit card operated meters, is there a system to charge their card again if they go over the time limit?
- A: KP: The bigger issue there is depending on the time limit you set, you don't want people to just sit there continuing to gobble up the same spot. One thing you could do, and I'd need to look into the legal aspects of this, is that if someone paid by credit card and they overstayed their time limit you could begin charging them at a higher, penalty rate that's essentially a ticket. You can also have a system that sends a signal to the meter reader's PDA. This allows them to be much more efficient.
- A: KF: That system works well in Brookline.
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- Q: KC: Can I ask the business people in the room how they feel about adding meters if we have to put them elsewhere in Milton? I don't think it will work if we just put them in the Square.
- A: MM: It would be O.K. we had enough spaces to begin with, but I don't think we do.
- A: KF: I think adding meters would be a good start, especially on Adams Street. I think it would help to drive turnover.

A: JV: I concur with Meryl. I think if we add meters it will just add chaos. If we could add another 50 parking spaces and then put in meters it would be O.K. but I don't think meters are a money-maker, they'll just cost the town money.

C: KP: With a meter program, we'd have to do the math and I agree you'd need to think about the larger area around the Square and how to protect residential areas. That's why we asked you about the benchmark squares. I'll be calling their town managers to see how they do things.

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C: AD: This brain-storming session is very valuable and I hope it's provided you with what you needed. I think two things have emerged from this: the highest priority is the need for off-street parking and the second thing is some kind of calendar that gives us ranges associated with short, mid, and long-term steps.

A: KP: I can't say I agree with your first point until I see the rest of the parking data, but in my view, short-term is a year away or less. I think you've been waiting long enough for some action on this.

C: JV: Most of the designs we've looked at have already shown us spots for potential additional parking. Is there a point where we could see a map and say these are also feasible areas for parking? I can think of two or three other spots beyond Bassett Street and the deck.

A: KP: If you email them to us, we can definitely take a look at them.

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## Next Steps

The next meeting of the BCAC is tentatively scheduled for January 12, 2011 with the following session slated for February 9, 2011. These meetings will likely take place in the Keyes Community Room at the Milton Public Library or at the Council on Aging. Members of the BCAC are requested to save these dates. The next legislative briefing is currently set for sometime in late February with the second community meeting following shortly thereafter in late February or early March.

## Appendix 1: Attendees

First Name	Last Name	Affiliation
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Kenneth	Caldwell	BCAC Member
Bill	Clark	Town of Milton
Pat	Desmond	Milton Times
Arthur	Doyle	BCAC Member
Ed	Duffy	Planning Board Member
Kurt	Frasier	BCAC Member
Nancy	Jesson	BCAC Member
Bernard	Lynch	BCAC Member
Scott	MacKeen	Milton Times
Meryl	Manin	BCAC Member
Paul	Nelson	MassDOT
Chris	Petrik	Milton Chamber of Commerce
Keri	Pyke	Howard/Stein-Hudson
John	Virgona	BCAC Member
Leslie	Will	BCAC Member
Jean	Wilson	Resident/Warrant Committee Member





**Appendix 2: Bicycle Advisory Committee Letter  
(See following page)**



THE MILTON BICYCLE ADVISORY COMMITTEE  
MILTON, MASSACHUSETTS



Mr. Nathaniel Cabral-Curtis  
Transportation Planner  
Howard/Stein-Hudson Associates, Inc.  
38 Chauncy Street, 9th Floor  
Boston, Massachusetts 02111  
ncabral-curtis@hshassoc.com

December 15, 2010

Dear Mr. Cabral-Curtis and members of the East Milton Business and Citizens Advisory Committee,

We on the Milton Bicycle Advisory Committee are pleased to see that you are considering bicycles in the design inputs for the East Milton Square Traffic Study.

While bikes obviously can't replace all the uses of motor vehicles, there are many instances where they can. And clearly, bike parking takes up far less space than car parking does, which could help to alleviate some of the traffic woes in East Milton Square on a seasonal basis.

However, the traffic patterns there can be intimidating even for drivers, let alone for cyclists. We hope that you can find solutions to make the area more user-friendly for all.

Some thoughts that we've discussed for improvements in East Milton include:

- Adams Street eastbound has two lanes that abruptly drop to one at the east side of the intersection. This forces drivers to jockey for position, and often leaves vehicles blocking the intersection. Perhaps the right lane could be converted to parking with a bike lane?
- Add "Share The Road" signage and road markings on Adams Street from Brook Road to the Quincy line.
- Admittedly, this might be too expensive an option, but we can dream: Eliminate the Adams Street westbound loop and make Adams Street two ways straight across the overpass. In combination, re-route Granite Avenue southbound on a partial deck above the Expressway, so that the Adams/Granite intersection is more like a conventional four-way intersection. Could a parking garage and shops be built over a section of the expressway, something like the hotel and supermarket that exist over the Turnpike in Newton?
- We would like to find a solution for a bike path or bike lanes on or near Granite Ave. between East Milton Square and the Neponset River Greenway in Dorchester. Two car lanes in each direction may not be necessary, and probably encourages speeding. Perhaps this could be changed to one car lane in each direction with a bike lane and resident parking?

We hope that if you have bike-related questions or concerns, that you will feel free to contact us. We look forward to an East Milton Square that is more user-friendly for drivers, pedestrians and cyclists. Thank you very much for your efforts.

Sincerely,

Lee Toma  
Chairman, the Milton Bicycle Advisory Committee

Lee.Toma@bikemilton.org

cc: Milton Board of Selectmen