



March 10, 2011

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)¹
Meeting Notes of March 2, 2011

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. For the benefit of the local public access channel which filmed the proceedings, he noted the date and explained that the meeting was part of the East Milton Square Parking and Access Study. He then introduced Keri Pyke and Nathaniel Curtis both of Howard/Stein-Hudson (HSH) and Paul Nelson of MassDOT.

Highlights of the Presentation

Following his opening remarks, Bill turned the meeting over to Keri who briefed the audience on the current status of the project with a PowerPoint presentation. Much of the presentation consisted of diagrams and pictures; as such, readers may find it helpful to have these to review while reading the minutes. A copy of the presentation can be found at: <http://www.eastmiltonsquarestudy.com/documents.html>. Highlights of the presentation included the following:

- This meeting represented – in part – a continuation of the meeting of February 9, 2011. Splitting the material addressed in that meeting and the one summarized herein was necessary due to the amount of information to be covered. Agenda items included:
 - Additional data regarding existing traffic conditions.
 - Additional information regarding the potential future conditions first discussed on February 9.
 - Next steps.
- With regard to existing conditions, it was determined that the model of the intersection of Granite Avenue and Boulevard Street had not been properly calibrated. This change made, it was determined that the intersection actually operates at Level of Service (LOS) F during the a.m., p.m., and Saturday midday peak hours. The delay experienced by motorists coming north on Granite Avenue is on average 80 seconds or longer, which is in keeping with the experiences reported by BCAC members. It should be noted that this long delay is due to deliberate timing of the signal controlling the northbound approach of Granite Avenue. The rest of the signals around the Manning Community Park are coordinated with each other and operate at acceptable LOS as noted in the February 9 presentation.
- Also presented was a review of 2030 operations assuming no changes to roadways in East Milton Square; this is an important step as it provides a baseline to which the proposed options can be compared.
 - Population and traffic volume data to model 2030 operations was obtained from the Central Transportation Planning Staff (CTPS). A compounded growth rate of 0.02% per year was applied to 2010 volumes, or a total increase of 4.4% between 2010 and 2030. In Milton, the growth rate is relatively

¹ Meeting attendance sheets are reproduced in Appendix 1.

- low because the community and its neighbors are relatively developed and the is expected change in population is low.
- Applying the 2030 traffic volumes to the model showed that if no changes were made to East Milton Square, operations would remain largely the same:
 - The intersections of Adams Street/Bryant Avenue, Boulevard Street/Bryant Avenue and Adams Street/Granite Avenue all operate at LOS D or better, acceptable for built-up areas, during the a.m., p.m. and Saturday midday peak hours.
 - The intersection of Boulevard Street/Granite Avenue operates at LOS F during all peak periods.
 - Some outlying intersections, such as Squantum Street/Granite Avenue also operate at LOS F, though HSH believes that these intersections can be improved with changes to signal timings and upgrades to signal equipment.
 - The next part of the meeting addressed additional data on the concepts for the area in and around the Manning Community Park. These concepts were presented independently from the options for additional parking around Bassett Street and Adams Court, since those could be paired with any of the options for the deck over I-93. While the project team is still refining its projections regarding construction schedule, and is sensitive to the need to provide an option with minimal impacts on local business, the team currently believes that all of the options under consideration will require two construction seasons.
 - **The East Milton Revitalization Plan:**
 - This option provides a net gain of 21 new parking spaces on the deck as some current on-street spaces on Adams Street and Bryant Avenue are lost due to changes in roadway geometry.
 - One advantage of this plan is that it provides parking close to the high-desire area in the center of the Square.
 - With regard to mobility benefits, there is not consistent improvement at the four major intersections surrounding the Manning Park. Some LOS improve, while others deteriorate. For example, Boulevard Street/Granite Avenue improves, which may not be desirable in terms of discouraging cut-through traffic, but Adams Street/Granite Avenue gets worse. In essence, the problem is shifted from one intersection to the next.
 - Vehicle conflicts are reduced by the removal of the section of Adams Street over I-93.
 - This option presents some opportunities to enhance pedestrian comfort particularly by shortening crossing distances through the use of curb extensions. However, several lanes of moving traffic remain at most edges of the parking lot, making this option neutral in terms of pedestrian comfort.
 - Travel patterns are not expected to change such that additional traffic would be diverted into residential neighborhoods. This option may encourage some traffic to stay on the main roadways.
 - **Kurt Fraser's Plan:**
 - This option is similar to the East Milton Revitalization Plan, but creates more parking and maintains the eastbound left-turn slip lane from Adams Street to Granite Avenue.
 - There is a net gain of 75 parking spaces with a few lost on Adams Street over I-93, but more created on the deck over the highway. This option could be varied to provide additional landscaping with fewer parking spaces. The island at the intersection of Adams Street and Granite Avenue would also be expanded and could accommodate additional landscaping.
 - Bicycle accommodations are delineated in this plan in blue. The project team will work bicycle accommodations in all of the plans as they are refined.
 - The option is neutral in terms of pedestrian comfort because while some points of conflict with vehicles are eliminated, crossing the large parking lot represents an uncomfortable barrier to pedestrian access. Curb extensions can be used to shorten crossing distances in this option, and the crosswalk at the post office is shortened by shifting it to the southeast and breaking it into two shorter segments.
 - Like the East Milton Revitalization Plan, this option is not expected to change circulation patterns such that additional traffic is diverted into residential neighborhoods.
 - In terms of LOS, the option is similar to the East Milton Revitalization Plan with the significant difference being that maintaining the eastbound slip lane on Adams Street prevents approximately 200 cars from having to go all the way around the central parking lot. Combined with shorter pedestrian crossing distances, this allows this option to provide slightly better LOS as compared to the East Milton Revitalization Plan.
 - **Roundabout Plan:**

- Compared to the version shown at the February BCAC meeting, this version shifts the roundabout to the southeast.
- As shown, the option provides a net gain of 16 parking spaces; however, there is an opportunity to gain more parking spaces. The project team will refine the placement of and circulation through the parking lot.
- This option restores two-way traffic on Adams Street all the way to Brook Road; therefore, the intersection of Adams Street and the Wood Street Extension would need to be realigned into a signalized, more traditional T-intersection to accommodate the change.
- Edge Hill Road and Boulevard Street would become a one-way pair with Edge Hill Road entering the Square and Boulevard Street leaving it. Some parking spaces could be gained along each road, possibly angle or reverse-angle parking. These spaces could be used to expand the service zone particularly for postal employees.
- The roundabout does propose a challenge in terms of providing access to the Shell station, particularly for tanker trucks making fuel deliveries. This could be remedied by providing an access road to the Shell station. Additional parking spaces could be also placed along this street.
- A mountable curb would be placed in front of the fire station to allow fire trucks to come directly into the roundabout. A truck apron would be placed on the northern edge of the roundabout's center island, ensuring that tractor-trailer and fire trucks would be able to navigate the roadway easily. In general, truck aprons are made of cobblestones or scored concrete to prevent their use as an extra lane by cars.
- **Reconnecting Adams Street:**
 - This option also provides two-way circulation on Adams Street over I-93 and assumes the reconfiguration of the intersection of Adams Street/Wood Street Extension to accommodate the change. A new signal would also be needed at Adams Street/Bryant Avenue near the post office.
 - Parking on Adams Street over I-93 moves from the north side of the street to the south to align the westbound lanes.
 - The project team is still working to determine whether left turns can be permitted at the intersection of Adams Street/Granite Avenue.
 - To enhance pedestrian comfort, curb extensions could be used to shorten the crosswalk at the post office.
 - In this option, Edge Hill Road and Boulevard Street comprise a one-way pair with Edge Hill Road going west and Boulevard Street going east. This provides an opportunity for angle or reverse-angle parking like in the roundabout option. In terms of parking, this option is about an even swap with current conditions and much of the parking created is west of Bryant Avenue.
 - All intersections in this option operate at LOS D or better during all peak periods. Signals would be coordinated to prevent motorists from being trapped between signals.
 - This option probably represents the shortest construction time of the alternatives under discussion and could be a step along the way to one of the more complicated plans.
- **Land Acquisition Parking Options:**
- *Adams Court/South Side of Bassett Street:*
 - This option was originally presented as part of the East Milton Revitalization Plan and involves demolishing the house on Adams Court and three houses on the south side of Bassett Street between Adams Court and Franklin Street to make room for parking.
 - If only surface parking were provided, this option would provide 43 new parking spaces.
 - Based on the Town Assessor's database, the properties to be acquired are valued at \$1.22 million. The fair market value is likely to be higher and construction costs would need to be factored into the final estimate as well. This represents a high cost per parking space.
 - If the grade difference between Adams Street and Bassett Street were taken advantage of to make two levels of parking, construction costs would increase to around \$20,000 per parking space because of the cost of the parking structure. If ramps were used to connect the two levels, around 25% of the parking would be lost to provide space for the ramps.
- *North Side of Bassett Street*
 - This option expands the parking currently leased by the Town on Bassett Street. The parking area would be expanded through the acquisition of one house on the north side of Bassett Street and two on the corner of Bassett Street and Franklin Street.
 - If only surface parking were provided, this option would provide 49 additional spaces.

- The properties that would need to be bought in this option are assessed at \$1.04 million. The cost of the currently leased parking area needs to be determined and added to this figure.
- To create a parking structure here would require ramping, but between the ground and deck levels, approximately 90 new spaces could be created.

- Next Steps include:
 - Local officials briefing – March 9, 2011
 - 2nd community meeting – March 22, 2011
 - Next BCAC meeting – April 13, 2011. The project team intends to provide the BCAC with a draft report for discussion at this session.

Question & Answer/Brain-Storming Session

Q: John Virgona (JV): Are the 2030 LOS averages?

A: Keri Pyke (KP): Like in the 2010 LOS figures we showed you, each one of the little bubbles with a letter in it represents the a.m., p.m., or Saturday midday peaks. Each peak is the heaviest hour of the day.

Q: JV: When is the p.m. peak for the intersections around the Manning Community Park?

A: KP: Around here the a.m. peak is 8:00 – 9:00 a.m., the p.m. peak is 5:00 – 6:00 p.m. and the Saturday midday is on the earlier side from 11:00 a.m. – 12:00 p.m.

Q: Paul Nelson (PN): In the current operations, Granite and Boulevard is at LOS F in all of the peaks. Why are you able to get an A in the Saturday midday in the Revitalization Plan?

A: KP: In doing the modeling, my staff optimized all the signals. Right now the signal at that intersection is timed to cause delay on the northbound approach and that's what causes today's LOS F.

Q: PN: And are the signals coordinated in this option?

A: KP: Yes, the signals would be coordinate to prevent people getting stuck in the middle of the intersection.

Q: Leslie Will (LW): It would be easier for me to tell the before and after if you could see them together on the same slide. It's hard for me to tell what's getting better and what's getting worse. So you changed the light cycles?

A: KP: Yes, across the board we modeled all the intersections with optimized cycle lengths.

Q: Brian O'Shea (BO): If your goal is to stop cut-through traffic, do you want the main street flowing easier or harder?

A: KP: Generally speaking its delay on main streets that causes traffic to divert onto side roads. It's a perception thing: people would rather go 20 miles an hour and be moving than sit and creep along on a direct route.

Q: LW: So you're saying that this alternative improves the flow at the Boulevard and Granite, but then the intersection of Adams and Granite by the fire station gets worse. Why does that happen?

A: KP: It's just the sheer volume coming up Granite Avenue. Right now everyone gets stuck at Granite Avenue and Boulevard Street which keeps Adams Street and Granite Avenue flowing smoothly. What this option does is to just shift the LOS F up one signal.

- C: Kenneth Caldwell (KC): The pedestrian light at Adams Street and Granite Avenue needs more time for people to cross the street. Right now when the light on Adams Street turns green you have cars taking a right across the pedestrians who are still crossing. Right now you really have to charge before they swing around into you. That spot needs a long crossing time because it's right by the shops; it's a real concern for moms pushing a baby carriage.
- A: KP: We are checking intersections through out the area to make sure there's enough pedestrian crossing time. We measure from curb-to-curb and then determine whether there's enough crossing time using a pedestrian average speed of 3.5 feet per second. We are required to make sure that crossing times are long enough.
- C: Kurt Fraser (KF): In the current condition, that intersection has an exclusive pedestrian phase. Did you look at maybe making it concurrent in the Revitalization Plan so that you could allocate some additional green time to Granite Avenue?
- A: KP: For everyone's benefit, an exclusive pedestrian phase is when all approaches to the intersection are stopped allowing to pedestrians to cross at any one of them. A concurrent pedestrian phase is when the walk light comes on while traffic on the approach not being crossed by pedestrians is given a green light. This can cause some problems with traffic turning across pedestrians while they are in the crosswalk. In response to your question, we can look into the guidelines for concurrent pedestrian phases and see if we could do that here. For this particular intersection, given the low pedestrian volumes it wouldn't be my first choice.
- C: KC: The problem there is that you have conflicting vehicles coming off Boulevard Street onto Adams Street when the other traffic is stopped. They make the turn and the delay isn't very long, maybe not long enough. You can't put a bump-out on that intersection because the cars are turning right and they need the room. Another concern is the pedestrian light at Brueggers: the pedestrian call light button doesn't work very often, and people tend to make a mad dash across the street.
- A: KP: I think we found that one of the buttons there wasn't working when we did our field observations. That's not something that shows up with an LOS letter, but we are looking carefully for those sorts of problems.
- C: BO: There's also a bus stop right there so sometimes its hard for motorists to tell whether you want to cross or whether you're waiting for the bus.
- A: KP: That can also lead to what we call the double threat where the inside car stops to let someone across, but the car behind the first doesn't see the pedestrian, swings to the outside and comes around the first one. We want to think carefully about that problem in all of these options.
- C: KF: I like this option because with some modifications it lets you put in bump-outs and eliminate the need to have all exclusive pedestrian phase.
- A: KP: I think the intersection I'd be most concerned about is Adams and Granite. The volumes there are substantial and it could be a location for a pedestrian to get hit because of the double threat I just mentioned. At the other intersections you might be able to provide adequate protection with concurrent phasing. If this scenario winds up being the committee's preferred alternative, we can get into these sorts of tweaks.

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- C: PN: Thinking of Granite Avenue, that's a place where motorists really seem to want to go fast. I think the speed of traffic there may discourage park usage. You might want to think of something to slow traffic down here, like a chicane or maybe a raised crosswalk. It would make the road a little safer from a pedestrian point of view.
- A: KP: I'm glad you brought that up. At the last meeting we talked about residential area traffic calming options to reduce cut-through traffic, and we discussed that some of them might be appropriate for the area around the park.

Q: KF: What's the annual daily traffic on Granite Avenue?

- A: KP: It's between 30-40,000 and on the lower end of that; certainly it's low enough that the roundabout is a viable option.

- C: LW: It does seem to be important to balance the needs of pedestrians against the possible additional congestion traffic calming may cause.
- C: BO: I grew up on Granite Avenue and I've seen people drive over lawns in their frustration to get around the traffic on that roadway. If you put a bottleneck there and expect everyone behind it to be courteous, it's just not going to happen.
- Q: KC: A question we need to address is whether we might be able to close that ramp, either permanently or just during certain peak periods.
- A: KP: I'm going to speak for Paul here, but I think closing the ramp is outside of our purview because it would trigger regional traffic changes. Right now the way the signals are timed, they cause that frustration Brian mentioned. Some food for thought: I would advocate doing something else to discourage cut-through traffic from Granite Avenue than that long light. That's your access point to your town as well and you're penalizing residents along with cut-through drivers.
- A: PN: On the topic of the ramp, closing either entirely or during peak periods is something that can be entertained, but it would require a lot of study and involve MassDOT, the Federal Highway Administration, and multiple towns in the surrounding area, and that is not in the current scope. There's a process to go through regarding changes to ramps, but studying it could be one of your recommendations from this process.
- C: JV: I would just caution us against closing that ramp or making its use too hard. I think a lot of people come up that ramp to use businesses in the Square.

Q: KC: When you calculate costs for things, can you give that to us in 2014 or 2015 dollars?

A: KP: We can definitely escalate the costs for you; that's probably a good idea.

Q: Tony Flanagan (TF): Will you address cut-through traffic in residential neighborhoods in this study? I'd like to see more research on that.

A: KP: I'm not specifically addressing that tonight because we covered it in our previous meeting. I can assure you that none of the alternatives presented here will make the residential cut-through traffic worse. At the last meeting we looked at traffic calming options for the residential areas and there will be some recommendations addressing that in our final report.

C: KC: Bill, maybe you're the best one to answer that question. When we get to the safety factors in the neighborhoods it will impact Quincy on Adams Street, Granite Street and up on Edge Hill Road. What sort of conversation is needed with Quincy before we can make changes that would impact them? Would the selectmen broach that?

A: Bill Clark (BC): It would come from the traffic commission. They are currently working with Quincy on Eaton, Brackett and Governors Road. Quincy just put up yield signs on Willard Avenue where it meets Granite Avenue. It makes people come off the highway that much faster because they know someone won't be there. The Police and DPW are working with Quincy on Governors Road. You're right in that we will need a holistic discussion with Jack Gillon and we'll be doing it sooner rather than later.²

C: JV: One thing that strikes me about Kurt's Plan versus the Revitalization Plan is that Kurt's allows cars to circulate in the parking lot. It doesn't give you those untenable driveways.

A: KP: I think Kurt's loop through the parking is very helpful though I would underscore that we can modify the circulation patterns in the parking in the Revitalization Plan.

² Quincy Traffic Engineer Jack Gillon was invited to the local officials' briefing on March 9, 2011.

C: Paul Maduri (PM): I'm not a BCAC member, but I'd love to see the committee consider a hybrid of the two plans. If you take the spaces out of the center you can add some green space in exchange for ten parking spaces. This plan is a lot of asphalt. I do think that slip lane is needed.

A: KP: Do we want to do what Paul suggested and develop a hybrid version?

C: KF: I had a second plan with two lots. It shifted Boulevard over and carved some space out in the southeast corner of the area around the deck. Edge Hill Road went straight and you could only make a left on Boulevard. The new area could be a park or a farmers' market.

A: LW: I think everyone agrees the slip lane is useful so we're automatically going to a hybrid.

A: JV: I think we can get some more greenery into this concept, but trying to recreate a park here or even a smaller park makes no sense. If we want a park let's put it where it works. You're never going to get kids playing here.

Q: KP: So I think you'd like us to take this plan and make it a little greener?

A: PN: Maybe you could look at strengthening the pedestrian connections and putting the green space around them.

A: KP: That's a good idea.

Q: Meryl Manin (MM): Is there still a committee looking at the Fire Station?

A: BC: There is an article coming in the May town meeting that will appoint the fire station study committee, but it's not appointed right now. I know three members who will probably be on it and not the rest; it's probably a few years out. We're not saying that the fire station should move from that location. It needs to be studied by the committee. It's a possibility, but there's no move right now to go beyond a study.

C: Arthur Doyle (AD): We would need to look at the revenue potential to the Town of developing that site as something else.

A: KP: So without knowing the fate of that building I would say the timetables for this study and ours do not mesh well.

C: KC: I'm concerned that Kurt's plan could create an even worse bottleneck on Adams Street. It already backs up to Brook Road in the afternoons.

A: KP: One issue we have seen is that folks coming off Squantum Street or the Wood Street Extension are trying to get onto Bryant Avenue heading south. They come in on the left side of Adams Street and need to weave all the way over to the right while people on the right may be trying to go left towards Granite Avenue northbound or eastbound on Adams. Kurt's option removes the weaving because everyone has to go left or right. Some of the weaving is removed.

A: BC: This is defining what's four lanes today down into three. You have fewer lanes going in the same direction. That's going to help a lot.

C: JV: One thing that strikes me is that when the deck was built, Adams Street was closed off and it sort of worked. I think this can work. The other point I'd look at, is if we are hybridizing this already, look at making Edge Hill and Boulevard into a one-way pair. We might get some more parking that way.

Q: PN: The roundabout is a very different approach. Can you describe how cars would move through it?

A: KP: Sure. Let me begin by saying that all traffic coming into the roundabout has to yield to vehicles already in it.

If you were coming north on Granite Avenue, and given the volume here it might not be a bad idea to have a pedestrian signal on this approach, you could stay in the right lane to access Adams Street eastbound or stay on Granite Avenue

going northbound. From the left lane you could access Adams Street westbound, Granite Avenue northbound or even make a u-turn around the center island to Bryant Avenue.

If you were coming east on Adams Street you would use the left lane to access Adams Street eastbound, Granite Avenue northbound or Bryant Avenue southbound. The right lane would provide access to Boulevard westbound or Bryant Avenue southbound.

- C: Bernard Lynch (BL): I can see there being a lot of signs to make this work.
- A: KP: I agree. There will need to be signs and there will be need to be communication through a community meeting to say how this works.
- C: JV: I want to advise against people being allowed to come down Edge Hill Road and make a left onto Adams Street heading west.
- A: KP: I don't think there's a lot of demand to make that move and I wouldn't disagree that prohibiting it would help out, but I think someone asked to see if it worked.
- Q: TF: Does this invite people to use the Square as a cut-through?
- A: KP: The roundabout is designed for 15 mile per hour operation. It will slow them down a good bit. I'd see this as a deterrent.
- Q: BO: Does it allow more volume at a lower speed?
- A: KP: It isn't tons more volume, I have some LOS figures on the next slide I can show you.
- Q: MM: You don't seriously thinking people will actually go through this at 15 miles per hour, do you? I mean at the roundabout on 203 next to the Casey Overpass people go flying through it.
- A: KP: That's a rotary which is much bigger. People are going to have to go through this at 15 miles per hour or they'll be up on the center island.
- Q: JV: Is the LOS on the northbound approach of Granite Avenue better than today?
- A: KP: Yes, it represents a slight improvement.
- C: PM: I have some strong concerns about this. It's very creative, but it's the most complex and will take the most time and money. Also, can trucks get through it? The parking spaces in front of the businesses on Granite Avenue appear to be gone and I don't like the turn into that driveway for the parking lot. It's almost a u-turn.
- A: KP: I haven't modeled the construction phasing yet so I am withholding judgment regarding the time and cost to build it. With regard to the trucks we included a truck apron and we also modeled the roundabout using AutoTurn. This is a computer program, an add-on to AutoCAD, which lets us model if trucks could get through and yes, they can. The parking spaces on Granite Avenue are still there, that's a drafting error and I agree with you about the driveway, we're still working on that.
- C: KF: There are fewer traffic signals in this option, so that's a cost saving.
- A: KP: I believe that there would be some tradeoffs in this scheme, potentially higher construction costs for some operational savings.
- C: BO: I think if you're a Milton resident coming off the highway it's an advantage to be able to get to Edge Hill Road without having to go around the Wood Street extension.
- A: KP: This is our latest and greatest permutation of this concept. We're still working to maximize the number of parking spaces we can get out of this.

C: KC: I think you may have some issues late at night with people plowing into the landscaped islands and knocking down all the landscaping. Also, another concern is lighting. Some of the neighbors are already complaining about the signage and lighting on Granite Avenue south of the Square.

A: KP: I think the smaller islands would have low landscaping treatments; nothing big. As to lighting, we need to area to feel safe at night – not that Milton isn't safe – but you need to see where you're going. We can make sure the lighting is pedestrian scale.

Q: PN: I really like this option. What about the LOS at the signal on the Wood Street extension?

A: KP: We modeled it as a T-intersection so it works out pretty well. I don't love the slip lanes there now because they encourage people to go really fast. Another thing is this option will take volume out of the Wood Street extension and that will also improve operations while reducing conflicts.

Q: AD: In the plan to reconnect Adams Street, can you take a left from Adams Street westbound to Bryant Avenue?

A: KP: Currently we are not allowing it.

Q: AD: How do you prevent conflicts between westbound traffic on Adams and the eastbound traffic trying to get to the slip lane?

A: KP: We would have a green arrow for the eastbound left.

Q: AD: So if you built the parking deck on the south side of Bassett Street so the only access was from Adams Court, how many parking spaces would you get on both levels without ramping?

A: KP: Without ramps we'd be able to get about 86 spaces.

Q: TF: This seems very expensive, even if you tack it on, it's going to change traffic patterns in the neighborhood and that could be an issue for the residences down there. Is your primary goal to find more parking?

A: KP: That is something to think about. In terms of our goals, it's both parking and access to the Square. We won't do anything that makes cut-through traffic worse, and we're trying to improve it if we can, but it's not directly part of our project.

A: BC: We're looking holistically. We want to avoid negative impacts in the neighborhoods and other committees are addressing the cut-through traffic directly. We want to make sure what we do in the Square doesn't have secondary impacts. Will we answer every cut-through traffic issue? No, but we want to make sure we don't make things worse somewhere else.

C: KC: Coming back to these options I think they help to satisfy a principle concern which is to find parking as close to the stores as possible. That needs to be taken into consideration.

A: BC: For what its worth, if there are people watching at home in any of the houses on Bassett Street, this is just being discussed. It hasn't been before any other board, and we are just not there yet. This is just an idea. We were asked to play "what if" and that's what we've been doing. We're not taking anyone's home, we're just reviewing available options.

Q: KC: Will you look at other areas around the Square where we might take property and make parking? I know I had suggested some spots.

A: KP: We did discuss that, and I will have it for the next meeting.

Next Steps

The BCAC will next meet on April 13, 2011. The project team intends to provide the committee with a draft report to review at this session. Upcoming meetings in March include a briefing for local leaders on March 9th and the second community meeting, to be held at the Milton Council on Aging, on March 22nd.

Appendix 1: Attendees

First Name	Last Name	Affiliation
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Kenneth	Caldwell	BCAC
Bill	Clark	Town of Milton
Arthur	Doyle	BCAC
Tony	Flanagan	Milton resident
Kurt	Fraser	BCAC
Nancy	Jesson	BCAC
Paul	Lane	BCAC
Bernard	Lynch	BCAC
Paul	Maduri	Local business owner
Meryl	Manin	BCAC
Paul	Nelson	MassDOT
Brian	O'Shea	BCAC
Keri	Pyke	Howard/Stein-Hudson
John	Virgona	BCAC
Mike	Whalen	Milton Times
Leslie	Will	BCAC

