



April 29, 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)<sup>1</sup>**  
**Meeting Notes of April 13, 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 location of the meeting, the Carol Blute Room, and explained that the meeting was a BCAC meeting 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:

- Between the BCAC meeting on March 2<sup>nd</sup>, 2011 and the one summarized herein, the project team conducted the second community meeting and a meeting to brief members of MassDOT. Key themes of public meeting included:
  - More interest in mobility than parking.
  - A desire to focus on solutions which keep traffic moving smoothly.
  - No major opposition to any of the short-, mid-, or long-term redesign options.
  - Some minor concerns regarding increased congestion.
- Key themes of the MassDOT briefing included:
  - Repurposing the deck over I-93 is most likely possible without triggering a 4f process. If both the Town and MassDOT agree that the deck does not serve a significant recreational function, then 4f most likely will not be triggered.
  - With regard to the long-term redesign options, MassDOT is chiefly interested in enhancing local and regional mobility while avoiding impacts to I-93.
  - The MassDOT pedestrian and bicycle group want to ensure that all long-term redesign options take a “complete streets” approach and are inclusive to modes other than vehicles.
  - MassDOT expressed positive interest in both the roundabout and the safety benefits that can be achieved through reverse angle parking.
- The project team has continued to work on short-term changes in curbside management which could ease parking pressures in the center of the Square. BCAC member Kenneth Caldwell has been particularly helpful with

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

suggestions regarding this effort. Suggested short-term changes, which could be implemented in concert with turning Boulevard Street and Edge Hill Road into a one-way pair to increase parking along these roads, include:

- o Taking the 12 service zone parking spaces to the west of the Post Office on Adams Street and turning them into public parking. This parking could be a mix of longer-term two-hour parking and short-term 30-minute parking for postal customers.
- o Opening the northern curb of Boulevard Street and the southern curb of Adams Street where they cross I-93 on the deck to public parking for an additional eight spaces.
- o Creating five additional service zone parking spaces on Bryant Avenue south of State Street.

In the report document, submitted in draft form the BCAC on April 26, 2011, each option is graded in a table based on the evaluation criteria developed by the committee. A + symbol means that the option scores positively with regard to a given criterion, a – sign means the option scores negatively, and a 0 means that the option is neutral. The short-term option outlined above, combined with a wayfinding plan, provides mobility benefits, some additional parking spaces, receives:

- o + for mobility and parking
- o 0 for safety
- o + for the environment, based on fewer idling cars
- o + on land use and open space
- o + for cost and construction since it can be done relatively quickly and cheaply with minimal impacts to traffic.

- With regard to creating additional off-street parking, the project team has looked at an array of options. These options all receive + ratings for additional parking and 0 for most other categories. They do receive – ratings on cost, all are expensive, and on environment since many create new impervious surface limiting ground water recharge, and additional parking often acts as an inducement to drive. Options include:
  - o **Reconfiguration of the Milton Marketplace parking lot.** Originally suggested in the Town's scope, this option has been discarded. Due to the shape of the parking lot, re-striping only produces between 2 and 5 additional parking spaces.
  - o **Bassett Street/Adams Court** can provide an additional 43 parking spaces assuming surface parking only. At \$4,000 per parking space for construction, building the parking would cost \$172,000. The assessed value<sup>2</sup> of the required property is \$1.32 million which would mean a cost of \$32,000 per parking space. This parking option could be divided up into smaller segments, just the Adams Court section, or just the Bassett Street section, but it still represents a high cost for the spaces gained. A parking deck at this location could double the number of parking spaces since ramping would not be required. The cost of structured parking is \$20,000 per parking space, giving a total cost of \$1.7 million for construction. Plus acquisition costs, a parking structure at this site would cost \$3 million for 86 parking spaces.
  - o **Basset Street north side** can provide 49 new spaces assuming surface parking only. With surface parking and an assessed property value of \$1.04 million, this option would cost about \$25,000 per space. A deck structure here would require ramping. This would cause the loss of ¼ of the parking on both levels and cost around \$20,000 per space for a total of \$3 million.
  - o **Milton Cinema 556 Adams Street** can provide 36 parking spaces. To avoid creating a gap in the storefronts on Adams Street, a property around the corner on Church Street would need to be taken to provide access. The assessed value of the two properties that would be taken for this option is \$846,000 yielding a cost of \$1 million for this solution once construction costs are factored in. This option could require additional wayfinding signage given that Church Street is one-way towards Adams Street and motorists would need to drive around the block to access it. This could mean more traffic on Franklin and Bassett Streets.
  - o **594 Adams Street** is located to the west of Granite Place. This large parcel could provide 81 parking spaces, but is currently mostly trees and grass. Paving this area would trigger a state environmental process. The parcel may also present some grading issues. The consultant team has not accessed this private property to make a determination regarding grades. The assessed value of the parcel is a little over \$500,000 and construction costs would be around \$325,000 leading to around \$10,000

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<sup>2</sup> Fair market values, which must be paid for government to acquire property, would likely be higher.

per space. As this location is further from the center of the Square, it could make logical service zone parking.

- o **569-71 Adams Street** is on the south side of Adams Street just west of Mechanic Street. The assessed value of the parcel is \$450,000 and it could accommodate 32 parking spaces for a total cost of \$634,000 or \$19,815 per parking space once \$128,000 in construction costs is taken into account.
- The short-term pedestrian and circulation improvement plan offers a number of benefits:
  - o Additional parking spaces can be obtained on Adams Street over I-93 with or without bump-outs to shorten crossing distances. However, bump-outs are recommended to define parking lanes and protect pedestrians.
  - o Boulevard Street and Edge Hill Road becomes a one-way pair offering additional head-in or reverse-angle parking. Fewer parking spaces are obtained on Boulevard Street to ensure driveway access and preserve the right-turn lane.
  - o The option has a mid-level cost and requires minimal construction, primarily the bump-outs. The option also receives positive ratings for mobility, pedestrian environment, and overall safety.
- Reconnecting Adams Street represents the mid-term option:
  - o The biggest change involved is returning Adams Street to two-way operation.
  - o The cost is somewhat higher than the short-term alternatives since it includes installation of new signals for new turning movements.
  - o The option does little for parking beyond what can be achieved through the short-term options.
  - o Some mobility benefits are realized since the Wood Street Extension no longer has to serve as the route for westbound traffic on Adams Street.
- Two long-term alternatives have emerged from the committee's deliberations:
  - o The **Hybrid Alternative** maintains the eastbound slip lane on Adams Street and creates two separate parking lots on the deck. Two-way access to both lots ensures that vehicles do not have to back out of the lots into oncoming traffic if they discover them to be full. A landscaped meandering path could occupy the green space between the two lots and crosswalks can be shifted to tie into both ends to provide safe crossings of Granite and Bryant Avenues. This option provides 50 new parking spaces with a net gain of 41 spaces since some are lost on Adams Street and Bryant Avenue.
  - o The **Modern Roundabout** has gone through several permutations, but has settled on one which provides 36 new parking spaces at the northeast corner of the I-93 deck, closest to the Square's business center. This is a net gain of 22 parking spaces due to some losses on Adams Street and Bryant Avenue. Some additional service zone parking spots could be obtained on the access road to the Shell Station. In this alternative, Edge Hill Road and Boulevard Street are a one-way pair with Edge Hill Road carrying the eastbound traffic. Similar roundabouts are working well on the Alewife Brook Parkway in Cambridge. The Cambridge roundabouts are slightly bigger than the one proposed for the Square. This option has environmental benefits since the removal of traffic signals will lead to less idling vehicles. Cut-through traffic may be reduced since traffic on the main roadways will move more slowly, but more smoothly as well. This option is the most complex in terms of staging and probably would require two seasons of construction.
- Based on feedback obtained at the second community meeting and the briefing session for MassDOT, the project team analyzed two-way traffic on Granite Avenue between the Wood Street Extension and the Square. This can be done with both long-term alternatives, but leads to significant congestion and delay in both. This option will be noted as investigated and discarded in the final report.
- Additional suggestions offered by the BCAC include:
  - o Making Franklin Street one-way southbound between Bassett and Adams Street. This could offer some additional parking and create a loading zone. Church Street is already one-way so this could push more local traffic to this neighborhood to Adams Street and Granite Street. Bassett Street would then be the chief entry point leading to additional traffic on this road.

- o Prohibiting turns onto Granite Place during the morning peak hour, identified as a major cut-through route. Time restrictions tend to shift the burden onto the police force since if an officer is not present motorists may violate the restriction for the sake of convenience.
  - o Shifting parking from the I-93 side of Granite Avenue north of Adams Street, to the Fruit Center side, and shifting Granite Avenue to be against I-93. There are some grade issues that would need to be overcome with this approach. It does not result in a gain of parking, but it does remove the need to cross Granite Avenue from the parking to the shops in the center of the Square.
- Traffic calming options for the residential areas around the Square have been discussed at length with the BCAC. They will be noted in the final report. It is important to note that traffic calming measures tend to effect traffic speeds rather than volumes, but at a lower speed, higher volumes can feel much more comfortable.

## Question & Answer/Brain-Storming Session

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Q: Leslie Will (LW): To put this in comparable terms, how many spaces are there at the Milton Marketplace?

A: Keri Pyke (KP): It's 184 spaces.

Q: LW: And those aren't publicly available, just the leased section.

A: Bill Clark (BC): There are about 35 of those and 12 go to the Greenspan Building directly, that's the one with the gym in it. It gets a bit confusing in the special permit, the permit says there are 35 spaces available for the town, but it also says there are 12 spaces for the building and six of them are for Brueggers. The employees have to park in the service zone so you would expect that to be for clients.

Q: LW: So the Bassett Street/Adams Court option would double the parking down there?

A: KP: It adds 43 spaces if you do everything, so it's more than double.

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Q: Kenneth Caldwell (KC): Bill, does 4 Franklin have an arrangement with Abbey Park? Are some of those spaces included in the spaces they have to come up with?

A: BC: They have leased access from 5 PM until closing time.

Q: KC: Would they consider leasing 24 of their spaces? If you go by that lot during the day you find that about half of the spaces in there are empty.

A: BC: They are required to have those spaces for the building itself, between the office space and the dental office, they need to have those spaces available.

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C: Meryl Manin (MM): One problem I've noted the past few mornings is that service zone parking is all taken by 9:00 a.m. I checked and none of the cars had a sticker. What can we do to make sure our employees can park there?

A: KP: That really is an enforcement issue and if you're going to enforce that, you might as well start enforcing the rest of the regulations as well.

C: MM: I hate to be a jerk, but if they park in the service zone areas, it makes a mess for local workers. What happens if someone comes in and sees a non-service zone car parked in the service zone and they don't bother to look at the sign? Even if they don't mean to break the rule they park there anyway because it looks like it's O.K. to do it. Where does it end? Pretty soon there's no parking for employees. I hate to say it, but I guess it's time to start ticketing.

C: MM: I like Milton Cinema parking option, but I'd like another way out of it.

A: KP: That is a drawback to this option. We hadn't wanted to take it further and take another property, but if you get in and there are no spaces, you do need to back out.

C: John Virgona (JV): I think a potential solution is to get an easement into the next parking lot, but there could be a grade issue.

A: KP: There may be a grade issue though we might be able to conquer that with appropriate grading. If what we keep of this building that fronts the street still wants access, we may have challenges regarding the doorsills.

Q: JV: The parking that's there currently, who does that belong to?

A: BC: Ruth owns the house and the cinema. The spaces in the lot are leased to her tenants.

Q: LW: Could you put a walkway out over the grade change into the next lot?

A: KP: We could do that. One issue that may come up is whether you can get an access easement from that owner. If you can, you may need to give up some spaces for that walkway.

Q: Arthur Doyle (AD): Could there be a walkway out to Adams Street from the lower left corner of the lot?

A: KP: It's a solid building. The shadow you see there that looks like a spot to cut through is because the photograph is an oblique aerial.

Q: KP: Are there any other spots to put off-street parking we've missed here?

A: JV: Thinking about Mechanic Street, there are some properties down towards the end of it that could make parking right off Granite Avenue. It would make sort of a logical opposite corner to the municipal lot further up Granite Avenue.

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C: Paul Lane (PL): There's already parking on both sides of Edge Hill Road.

A: KP: Yes, there is. That's why we list this as a moderate gain in parking, it's not a lot, but it's some.

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C: KC: At the legislative briefing, Mr. Shields raised the idea of service parking along the foot of Edge Hill Road for the postal employees.

A: KP: We could do one of two things: this section over here that's now service zone, you could make that public and then over on Edge Hill Road you'd have the service parking with the first few spaces time restricted to 15 minutes for postal customers.

C: KC: Right now there's some parking on the west side of Hollis Street that gets a lot of use by postal customers.

Q: KP: So would they use parking on Adams Street?

A: KC: They might. I know that usually the postal workers are toting big tubs of mail so they will want to park as close to the post office as they can.

C: LW: They can just drive through the post office lot.

- A: KC: They can, I guess, but currently they don't.
- C: LW: I'd rather park on Edge Hill Road and then it's easier for me to get to other areas of the Square after I used the post office. I'd prefer the customer parking on Edge Hill Road.
- C: AD: It's still a little tough parking over there in part because of all the traffic coming off the Wood Street Extension onto Adams Street.
- A: MM: The cars really don't stop there; you're taking your life in your hands.
- C: KP: I'm going to add getting an additional signal head to the light by the post office to protect pedestrians better to our final report.
- C: Paul Nelson (PN): You could add a strobe light to the middle of the red light; that would help people see it.
- A: JV: That light is generally green; the problem is that it's not red unless someone pushes the button, so you don't expect it to be red as a driver and you look past it to the next light.
- C: KP: You could have an optically programmed signal head. That limits the visibility of how far away you can see the signal. Maybe that would help here.
- A: JV: I think the strobe light would be more effective.
- C: KP: You will need a new pole for this signal. That's about \$25,000-\$30,000 to get the pole and signal and tie the signal in.
- Q: LW: Why do we need another pole?
- A: KP: There's a limit on the length a signal arm can be. The best thing might be to have the signal head facing towards Adams Street from the little triangle by the park or on a short arm which projects over that one lane.
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- Q: LW: Are raised sidewalks a longer term option for the center of the Square?
- A: KP: MassDOT didn't want to put raised crosswalks on the main roads. It doesn't mean you couldn't, but it could mean a longer process to get them installed. They indicated that the volumes are higher than what they would prefer for installing raised crosswalks.
- C: PN: Yes, I would say the volumes are a bit high.
- Q: KC: What's the height of the raised crosswalks?
- A: KP: They can be half-height, which is three inches, and is in the middle between street level and the sidewalk, or full-height which brings it up to the level of the sidewalk. The taller ones need a longer transition, but they can both help with traffic calming.
- Q: KC: And how do they deal with snow?
- A: KP: The plow drivers slow down like everyone else and they have to adjust to them being there, but in Malden we have a raised crosswalk in front of the senior center and the plows dealt with it all winter. It's an adjustment at first, but they do make it.
- Q: LW: So does the traffic back up at the raised crosswalk?

A: KP: It slows it down without backing it up. Even the MBTA buses have no problems with it; you just have to slow down.

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Q: JV: Every time I look at the reconnected Adams Street plan, I see it as comforting because it's the way it was, but there's just something about it that makes it seem like there's too much going on. Sure it works, but only with 15 conditions and there's no parking benefits, what are we really gaining?

A: KP: We get some mobility benefits, some safety benefits from shorter crosswalks, but a lot of ratings are neutral. There isn't a huge cost, though its mid-level because of the changes at the Wood Street Extension. It's up to you as you all discuss the locally preferred short-, mid-, and long-term alternatives. That's something to be considered: you could knock this one out.

Q: KC: If you made the changes to the Wood Street Extension/Adams Street intersection for this option, where would the new signal go?

A: KP: The island that there's now would need to be removed and the corners of the intersection trimmed into a traditional T-intersection. The crossing wouldn't be as long for pedestrians and it could all be done with one walk light. Because we're putting in a signal, you could have a crossing of Adams Street at that location as well. It sounds to me like we'll leave this one in the report, but maybe you don't want to recommend it. It was good though that we walked through and discussed it.

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Q: LW: With the hybrid alternative, do you think there would be more traffic on Boulevard Street?

A: KP: Potentially yes, but we didn't model anyone deciding to avoid Adams Street and going to Boulevard Street because of having to go around the parking?

Q: LW: But did you accommodate the people who will be going into the intersection on the south end of the deck because of Adams Street being closed?

A: KP: Yes we did.

C: LW: O.K. good, that was my real question.

Q: JV: The traffic signal where Adams Street connects to Bryant Avenue, is that just for pedestrians?

A: KP: Yes, it would be, we could shift the crosswalks; it would be two stages over the edge of the park. There would also be a new, shorter crosswalk at near the gym which would do away with the crossing by Bruegger's.

Q: JV: And would you expect separate pedestrian call buttons for that crosswalk?

A: KP: We could set it up to be two buttons or one. That's a matter of how you choose to favor vehicles or pedestrians. If you have it split, that helps the vehicles, from a pedestrian standpoint, it's nicer to be able to get across in one movement.

C: Kurt Fraser (KF): For a pedestrian standing at that crosswalk by the post office; I worry if they can be seen.

A: KP: There is a signal there, but I agree it's something of an issue. If someone doesn't wait for the pedestrian signal to stop traffic they could get into harm's way. That's a design detail we will need to work out.

Q: LW: How did you design the ratio of green space to parking?

A: KP: Part of it is the layout; the parking spaces need to be a certain size. You could shift the driveway a bit; the number of spaces would shift a bit too. This is a concept. If the locally preferred alternative is this option for the

long-term, this would need to be made into construction drawings. We have a long way between what you see tonight and construction drawings.

Q: LW: So you could add 10-20% more green space and still have a park-like character for the area?

A: KP: Yes you could.

C: JV: Without adding more square footage of green space, you can add trees and planters, it's not a park, and nobody is going to picnic out there. We don't need to push to take away parking and turn it into green space.

A: KP: Whatever comes out of this study, you will need more community process and engineering before you build. Is that accurate, Bill?

A: BC: That seems right to me.

C: AD: I lived in Newton Center for two years and this hybrid configuration, conceptually; it resembles that parking space in terms of the streets around the parking. Done correctly this offers great promise.

Q: Bernard Lynch (BL): There are several monuments in the area; is that on the grayish part?

A: KP: That's another piece that's good about this option. You can keep the monuments and put them somewhere a little more prominent. If you put them between the two parking lots, there's greater likelihood people will see them. We are definitely not suggesting you get rid of them. These are the sorts of details you will work out after you pick your alternative.

C: BL: I'd like to know what Joe Manning thinks of it.

A: Joseph Manning (JM): Off the top of my head I'd prefer things stay the way they are.

Q: AD: Joe, did you mean the monuments or everything?

A: JM: I would prefer the monuments stay where they are.

C: KP: There would be no loss of visibility or respect.

Q: MM: What about the little triangle at the tip of Adams Street?

A: KP: They could go there, but that's not a great location if you have an event where people get together to decorate the monument with flowers on Memorial Day.

C: AD: And there are some additional monuments and memorials: one is for Joe Babcock, one is for the Granite Railway, and one is for Joe Manning.

A: KP: And it may be a design detail that you decide to keep them all in one place, or move some and leave others where they are.

Q: LW: Do you ever recycle trees or just saw them off?

A: KP: Generally, we see that on private projects. I've never seen a public specification to dig up a tree and plant it somewhere else.

C: LW: It would be nice to see those mature trees moved to another park.

A: BC: That really tends to happen more in development projects and not roadway jobs.

Q: KC: Before we leave this option, how much weight would be added to the deck?

A: KP: I don't have an exact answer, but we were told that the deck was designed so that traffic could be on it anywhere. We think we can accommodate all of this; I don't think it would be an issue.

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Q: MM: Are either of the Fresh Pond roundabouts near a big highway?

A: KP: They are on the Alewife Brook Parkway which is Route 2. Just a little west from here it turns into a divided highway. The roundabouts in the photos don't have the lane markings we would install on ours, but there's a signalized pedestrian crossing between the two of them which seems to work all right. I have another example here from MassDOT of the one in North Andover. It has an odd geometry; Academy Road was moved so it ties in outside the roundabout. The crosswalks are set up so that you cross the approach in two moves. This means pedestrians only have to look one direction for traffic. None of these approaches have a pedestrian signal, but that's a design detail you could include for one here in the Square.

Q: KF: The area that's in green, would that be a sidewalk around the parking?

A: KP: Yes, there does need to be a sidewalk here and these lanes are a bit too wide; we've got them drawn as being 15 feet wide and we can probably drop that safely to 12. And yes, we do need a sidewalk.

Q: JV: For the gas station: traffic would have to come down to the roundabout, come out of it, and then stop at the gas station and then loop into the roundabout again?

A: KP: I think that would be right. The thought process is to have it operate as a one-way loop, but I need to think about how a gasoline tanker will get in. There may be some permutations to think about. Private cars won't have a problem. We don't want people thinking the access road is a cut-through roadway that lets Bryant Avenue keep going through in a straight line.

C: LW: That makes sense to me.

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Q: LW: So what's the purpose of having both Franklin Street and Church Street one-way towards Adams Street?

A: KP: It gives you an official loading zone, which the Square doesn't have now, and it prevents cut-through traffic.

C: JV: It seems like you're forcing more traffic through the main part of the Square.

A: KP: That's true; it would have an impact on Adams Street and Granite Avenue.

C: KC: A lot of traffic goes up Franklin Street to Wood Street and Bassett Street. This would keep them out.

A: KP: We'll try to make an estimate of what currently goes down Franklin Street and see what it does to the signals.

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Q: JV: So would it be a no-turn onto Granite Place or a do not enter?

A: KP: It would be a do not enter sign with a time placard underneath it. It would be for 7:00 a.m. to 9:00 a.m.

C: LW: That's worked well on Hutchinson Avenue.

A: KP: My concern is that it places the enforcement burden on your police department. There's always someone willing to take a chance if they don't see an officer.

- C: BC: You're also placing a burden on yourself. People do live on that street.
- A: KC: We have to weigh the benefits of restricting overall traffic flow versus the inconvenience to residents. We have to respond in some way to concerns raised at the public meetings.
- A: MM: I'd rather see enforcement of the speed limit or traffic calming to get drivers to go through the neighborhoods respectfully.
- C: PN: You can close as many streets as you want, but people will always look for a shortcut. You may wish to consider some physical barriers to close certain streets.

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- C: LW: In terms of shifting the parking away from I-93 I think you need to think about the traffic coming out of the fruit center. It might increase conflicts.
- C: JV: There's no gain of parking and there might be a loss.
- A: KP: That's a real possibility.
- C: JV: I seem to recall hearing when the deck went in that those spots break a lot of rules. If we start messing with them, they might just go away.
- A: KP: I'm hearing that this doesn't seem like an idea we should pursue.
- C: MM: I think this might be a good place for reverse angle parking.

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## Next Steps

The BCAC will next meet without the presence of the consultant team on May 4<sup>th</sup>. It will be facilitated by committee member Kurt Fraser and Bill Clark. The project team will next meet with the BCAC on May 11<sup>th</sup>. The goal of this meeting will be to wrap the BCAC's May 4<sup>th</sup> deliberations into the final report for presentation to the community and Board of Selectmen later in May. The goal of the final report is to give the Board of Selectmen a suite of potential options, rated by the BCAC and consultant team, arranged along a timeline.

## 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
Robert	Falconi	BCAC
Sarah	Favot	Boston Globe
Kurt	Fraser	BCAC
Paul	Lane	BCAC
Bernard	Lynch	BCAC
Paul	Maduri	Local business owner
Meryl	Manin	BCAC
Paul	Nelson	MassDOT
Brian	O'Shea	BCAC
Scott	Pepin	Resident
Keri	Pyke	Howard/Stein-Hudson
John	Virgona	BCAC
Scott	McKeen	Milton Times
Leslie	Will	BCAC



Welcome to the meeting of the BCAC for the East Milton Square Parking and Access Study!  
 If your name appears below, please place a check mark in the last column, if not, please print below.

First Name	Last Name	Affiliation	Email Address	Address	Town	Zip Code	Present?
Kenneth	Caldwell	BCAC	<a href="mailto:kmcaldwell1@verizon.net">kmcaldwell1@verizon.net</a>	23 St. Agatha Road	Milton	02186	<input checked="" type="checkbox"/>
Arthur	Doyle	BCAC	<a href="mailto:adoyle@collegeboard.org">adoyle@collegeboard.org</a>	85 Belcher Circle	Milton	02186	<input checked="" type="checkbox"/>
Kurt	Fraser	BCAC	<a href="mailto:kurt_fraser@town.brookline.ma.us">kurt_fraser@town.brookline.ma.us</a>	35 Norman Street	Milton	02186	<input checked="" type="checkbox"/>
Nancy	Jesson	BCAC	<a href="mailto:njesson@comcast.net">njesson@comcast.net</a>	1274 Randolph Avenue	Milton	02186	<input type="checkbox"/>
Kathleen	Kechejian	BCAC	<a href="mailto:kkechejian@comcast.net">kkechejian@comcast.net</a>	558 Adams Street	Milton	02186	<input type="checkbox"/>
Paul	Lane	BCAC	<a href="mailto:Talane1@aol.com">Talane1@aol.com</a>	3 Edge Hill Road	Milton	02186	<input checked="" type="checkbox"/>
Bernard	Lynch	BCAC	<a href="mailto:b.lynch@inspecthouse.com">b.lynch@inspecthouse.com</a>	34 Milton Hill Road	Milton	02186	<input type="checkbox"/>
Meryl	Manin	BCAC	<a href="mailto:merylatgrono@aol.com">merylatgrono@aol.com</a>	536 Adams Street	Milton	02186	<input type="checkbox"/>
Brian	O'Shea	BCAC	<a href="mailto:mfmoshea@verizon.net">mfmoshea@verizon.net</a>	32 Barton's Street	Milton	02186	<input type="checkbox"/>
Marietta	Surette	BCAC	<a href="mailto:msurette@comcast.net">msurette@comcast.net</a>	132 Ridgewood Street	Milton	02186	<input type="checkbox"/>
Paul	Tierney	BCAC	<a href="mailto:pjtierney33@verizon.net">pjtierney33@verizon.net</a>	1060 Brook Road	Milton	02186	<input type="checkbox"/>
Rafael	Urbina	BCAC	<a href="mailto:urbina9@comcast.net">urbina9@comcast.net</a>	9 Viola Road	Milton	02186	<input type="checkbox"/>
John	Virgona	BCAC	<a href="mailto:jvirgona@cnmcomp.com">jvirgona@cnmcomp.com</a> <a href="mailto:jvirgona@maehc.org">jvirgona@maehc.org</a>	580 Adams Street	Milton	02186	<input type="checkbox"/>
Leslie	Will	BCAC	<a href="mailto:leslie.will@comcast.net">leslie.will@comcast.net</a>	234 Randolph Avenue	Milton	02186	<input type="checkbox"/>
William	Clark	Town of Milton	<a href="mailto:wclark@townofmilton.org">wclark@townofmilton.org</a>	525 Canton Avenue	Milton	02186	<input type="checkbox"/>
Paul	Nelson	MassDOT	<a href="mailto:paul.nelson@state.ma.us">paul.nelson@state.ma.us</a>	10 Park Plaza	Boston	02116	<input type="checkbox"/>
Keri	Pyke	HSH	<a href="mailto:kpyke@hshassoc.com">kpyke@hshassoc.com</a>	38 Chauncy Street	Boston	02111	<input type="checkbox"/>
Nathaniel	Curtis	HSH	<a href="mailto:ncabral-curtis@hshassoc.com">ncabral-curtis@hshassoc.com</a>	38 Chauncy Street	Boston	02111	<input type="checkbox"/>
Sarah	Favot	Boston Globe	<a href="mailto:sarah.yourtown@gmail.com">sarah.yourtown@gmail.com</a>	152 Easton Rd	Brighton	02135	<input type="checkbox"/>
Scott	McKeen	Milton Times					<input type="checkbox"/>
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							<input type="checkbox"/>

