



May 16, 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 May 11, 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.

Unlike previous sessions of the BCAC, the meeting did not begin with a presentation by HSH, but instead moved directly into a discussion of the draft report submitted to the BCAC on Tuesday, April 26, 2011. The BCAC met without HSH on May 4<sup>2</sup> to discuss the draft and lay out its recommendations to be written into the final report. The results of that meeting and additional discussion about the report are summarized herein.

## Discussion of the Draft Document

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C: Bill Clark (BC): What we have before us tonight is a draft final report which has been reviewed by this committee. Because there has been a lot of conversation triggered by the recent article in the *Milton Times* which showed pictures of people's homes, I want to say a few words about what the BCAC is and its purpose. This committee was chosen by the selectmen to represent local residential and business stakeholders. It is evenly balanced to address both of those viewpoints. The committee was originally constituted to have 12 members, we have 15. This committee's charge was to brainstorm ideas and look at options. The recent newspaper article shows the results of some of that brainstorming. You may have seen your house in the newspaper. Nobody had any advanced notification of what lots were being looked at because we were only looking at them from a brainstorming perspective. This group has been studying parking, traffic circulation, what the parking in the Square should look like in terms of parking regulations and how much is currently available. Our consultant has looked at things the BCAC has brainstormed and come up with a draft. One step we asked them to take was to look at where we might acquire property to create additional parking and we looked houses, the deck, and commercial buildings, but we

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

<sup>2</sup> This meeting was facilitated by Bill Clark and committee member Kurt Fraser.

looked holistically. We also counted the additional on-street parking, the possibility to use reverse angle parking, what other communities do and what approaches they take. This is not about "we're going to take this house or that house." Everything had to be on the table so that in ten years, if somebody came back and looked at this report, they would understand that we looked at everything.

In terms of our May 4 meeting, the BCAC came up with some recommendations which were divided into three categories: the short-term (0-12 months), the intermediate-term (0-24 months) and the long-term (18 months away at the soonest). Since our consultant hasn't heard these yet either, I'm going to lay them out:

- Short-term: wayfinding and parking management. We do a terrible job here of telling people how to find parking and providing consistent signage for parking. Some of the signs don't even have writing on them anymore. Then, we don't enforce the regulations that are posted. We know we need to do a better job there.
- Intermediate-term: we would implement alternative 1B, known as the hybrid plan. That uses the deck area to create two parking lots with a green area splitting them. There are some issues we'd need to address such as cost and timing.
- Long-term: changes to zoning in the business district to work with what's there today.

In the long-term we had thought about the acquisition of property to create parking, but coming from MassDOT we have been told we probably don't want to go in that direction and we have determined we don't want to either, but we looked at it for the sake of due diligence. The committee has the report and now we'll go through it. Nate from HSH is taking notes and if you say it, he will type it and give us back meeting minutes. All of our meeting minutes with the exception of May 4 are on the website; I know the April meeting minutes are available. That being said, I'm going to give this to Keri to walk us through the draft.

C: Keri Pyke (KP): What I don't want to do tonight is get into wordsmithing the document. We heard from you what your discussion was last week and your suite of options for the locally preferred alternative. We deliberately did not include a conclusion with the draft report because that's what you were discussing last week. We would like to hear from you if there are changes in scoring on the options you think are needed. Paul suggested that acquiring property in the neighborhoods for parking should have been graded more stringently on protection neighborhoods. We had looked at that from a cut-through traffic perspective, but Paul suggested that nobody wants a parking lot next to their home and then there's the issue of takings. So, let's go through this at a high level rather than spending our time going through page by page. If you have typos or small things like that, you can send them to us by email; fax or you can telephone and give them to us.

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C: John Virgona (JV): I would make the point I made at the May 4 meeting which is that when you talk about property acquisitions, exactly how that happens, for myself and my expectations in relation to that option, I believe that would involve deciding to acquire the property as a community and then working out a deal with the owner.

A: KP: So you would like some language that writes up that process?

C: JV: For me the assumption has never been eminent domain. People hear that phrase or the word taking and come at it from a different viewpoint, that's not the method we'd use.

A: BC: Eminent domain has never been an issue. The Town won't take anyone's house. I think we need to go back through the document and say no takings.

A: KP: A point of information: if the Town acquires right-of-way the correct term is eminent domain or taking whether you reach a friendly solution or not, but if it's the connotations of that word, we can work on it. It wasn't intended to suggest that the process John described wouldn't be followed, that the Town would appear with a check and say "get out." We were charged with looking at everything in terms of where we might get a reasonable number of parking spaces and we did, but I hear from you that this has dropped to be your lowest priority now.

A: Arthur Doyle (AD): That's correct, Keri.

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Q: Kenneth Caldwell (KC): For the record, Keri, when Bill mentioned the draft document, we mean the document Nate sent out on Friday, April 29<sup>th</sup>?

A: BC: I believe it was earlier than that, but yes, this is the same report.<sup>3</sup>

A: KP: That's the only document we've sent out that would be called the draft report.

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C: Leslie Will (LW): I wanted to mention something that we discussed as a group. I think one thing the study tried to address, you've pointed out that some of our parking would be more useful if the pedestrian conditions in the Square were friendlier, and I'd like to see that idea fleshed out more fully in the report, but specifically, I think the volume of traffic coming through the Square from I-93 northbound contributes to the unfriendly pedestrian conditions. In the very long term, I think we'd like to recommend a study to add a southbound option off the Granite Avenue exit ramp.

A: KP: That's exit 11.

A: BC: You're right, that should have been in there. I didn't say it, but here it is in my notes. That would go under long-term because that's where it belongs. What we're talking about here is a ramp up by the state DPW yard which would drop cars onto Granite Avenue so that everyone going to State Street south wouldn't have to go through the Square. The other option was using the existing ramp to create a stack lane that would allow a left turn at this location.

C: KP: I will offer an addition to your good suggestion. I think this may open a question for Paul because this is something that MassDOT won't do lightly. I think we could recommend that the Commonwealth study this idea regionally because it could mean a big change in travel patterns. It would be up to you and the selectmen to consider whether you would want to allocate more of the money you have to that study. I don't know if that's maybe too far afield.

A: Paul Nelson (PN): In my judgment, the earmark specifically mentions the I-93 deck. The further out you go, the more difficult it would be to justify the investment.

C: KP: We can certainly add that into the recommendations and say that it requires more study than we can do under the current earmark.

A: LW: It's just that the next exit from the northbound side of I-93 after you pass the Square is at Freeport Street in Dorchester. That's a long way.

A: KP: But that's what I mean in terms of this being a regional issue. That is a long distance, but we would have to look at it in terms of the spacing of exits along the highway.

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<sup>3</sup> The draft report was sent to the committee on April 26, 2011.

- C: LW: Also in that area we've talked about improving the connection between the Neponset River Greenway and the Square to contribute to an increased sense of community. Maybe Granite Avenue north of the Square could be narrowed down and a bike lane installed.
- A: KP: That's also a good idea. It seems to me, and I'd ask you all to chime in on this, that Granite Avenue is over-designed, it seems very wide and it lends itself to fast traffic, but it never seems like there's enough volume to merit the width of the road. We can recommend that the traffic volumes there be studied and if the volumes are low enough we could look at making the recommendation to take back some of the roadway and repurposing it for a cycle track. Now, I'm going to fantasy land here, but you might be able to improve the landscaping and get away from Granite Avenue being such a speedway.
- C: AD: You might see if going back to the 1950's they have an image of what Granite Avenue looked like before being turned into a four lane roadway. I think that widening came with the arrival of I-93.
- A: KP: Potentially improvements to Granite Avenue could go hand-in-hand with creating a new ramp or left-turn on the existing ramp.
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- C: Paul Lane (PL): I still like the idea of buying 569-71 Adams Street. It's an old house in awful condition with lots of land right behind it. I'm sure these things can be worked out. It adjoins the business district and Mechanic Street is right there, people could come in on Adams Street and exit on Mechanic Street.
- A: KP: I don't know if it's worth considering given that it's the committee's lowest priority, but is it worth prioritizing among the parking locations? Are there ones you want to dismiss like the Milton Marketplace reconfiguration?
- C: BC: I just want to make it clear that we don't mean the whole Fruit Center lot; we mean repainting the lines in the Greenspan Building lot, which we've dismissed because it only gives us a few spaces.
- C: AD: One suggestion: within that bundle you prioritize the parking options by cost per space. We do have fiscal issues and need to be responsible.
- A: KP: One other thing to note, looking into the earmark, it has specific language, the further we get from the deck, the more difficult this becomes.
- C: PN: I spoke to MassDOT Right-of-Way about this and what they told me, and I can't overemphasize this, that property takings are always a last resort because it triggers the federal NEPA process. That process weighs all community impacts and the burden of proof is on the Town that you can't provide the parking any other way; it does leave the door open, but it is a heavy burden of proof for the Town to say the parking is needed and can't be provided any other way.
- C: KC: On that subject, for me, it wouldn't be the cost issue; it would be more the issue of proximity to the business district. I'd prefer to see any property considered to be outside the residential area. I'm opposed to commercialism creeping into the neighborhoods around the Square.
- C: Paul Tierney (PT): I agree with prioritization, but I thought the BCAC sort of did that and we haven't yet discussed the priority in starting to address the problems, but thinking about meters, signage, I think we want to prioritize what we can do quickly. This has been going on for 30 years. We need some short-term, low-cost efforts that ameliorate the problem now. Things to improve the traffic

flow, direct people better, put a cap on employees parking in customer parking, people sitting in the same spot hour after hour, that's what we need to prioritize.

- A: KP: That's an interesting segue on the wayfinding and curbside management. We received an article that discussed how Hingham has just started enforcing their parking regulations and the merchants have been pleasantly surprised. I know it's not popular to think about people getting a ticket, but it benefits the merchants when people know they'll be able to find parking. We do have some data to share with you regarding parking meters as well.
- C: PN: I don't have a definite answer yet, but I don't think the department would support metered parking on the deck.
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- C: BC: I wanted to clarify for everyone that when we're talking about the hybrid alternative, it's the one that you may have seen in other meetings where we keep the slip lane from Adams Street to Granite Street, but Adams Street over I-93 is closed and the eastbound traffic has to make a U-turn around the parking. The two parking lots allow for in and out with two driveways for each lot. We can put in trees with this and address pedestrian crossing issues. We can make it bicycle friendly with bike lanes.
- A: KP: And since it sounds like this is your recommendation, once you get into the detailed design, you can continue the community process regarding the green space in the middle: how many parking spaces, how much green space, maybe two driveways instead of four. These are the kind of details you will be working out in your next phase. The goal here was to create some additional parking without making it look like the lot at Home Depot.
- C: BC: I also want to note that this is a combination of a plan offered by BCAC member Kurt Fraser and the East Milton Revitalization Plan of the early 1990's.
- A: KP: Another design detail you can work on is how you move around or leave in place the memorials that are currently on the deck.
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- C: KC: Regarding this piece of the proposal, you cite that it provides a demonstrable environmental benefit and then you speak to its ability to improve aesthetics. I think it does neither. This is basically revising a 10 year-old plan that turns a park into parking. I think this is in conflict with what the money was provided for in the first place.
- A: BC: The committee met last week and decided this is the direction they want to pursue.
- A: KC: That's fine; I just want people to know my position.
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- Q: Bernard Lynch (BL): If you build parking on the air rights over the deck, what police force would enforce the time limits on it?
- A: KP: I would expect Milton police since they are currently responsible for the few spaces on Adams Street over I-93. I don't think the responsibility would change.
- A: PN: The existing arrangement is that we own the property, but the Town has care and custody. We can clarify that further, but I would plead that this isn't my area of expertise, but I can explore it further for you.
- Q: BL: So is it based on some law the Town is enforcing?

A: KP: I think that's what is meant by care and custody.

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Q: Kurt Fraser (KF): Can we calculate how much park area is lost? I think if you do that you'll see that we're not losing that much green space?

A: KP: Yes, we can do that calculation.

C: LW: An additional comment: I don't think any of us want to see park turned into parking, but it seemed like that beyond the wayfinding and curbside management solutions, this was the most immediately achievable solution that doesn't get into property takings. The committee leaned in the direction because as the park, the deck is isolated by traffic and by putting some parking there we turn it into a destination that serves as focal point and helps unite the two halves of the Square which is a goal the deck always had, but which it has yet to really meet.

Q: PL: Do you have a final cost for this?

A: KP: I am still working on that. I'll try to send out an email with that information. Certainly this option is cheaper than the roundabout and involves less road work. What we're still trying to do is work out the landscape allowance. We want to take the time to get it right.

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C: KF: Even before we get to the plan on the deck, I think we'd want to install parking meters.

A: KP: With that said, let me get into parking meters. We mentioned them in the report, and we now have information on them. One thing Nate thought of was that you might be able to get used meters from the Town of Brookline at reduced cost since they are now installing multi-space meters to replace their coin-op single space meters.

C: KF: I spoke with purchasing about this, and Brookline would be willing to donate the meters to you. You'd have to replace the mechanism because we had an old parking card system and you'd have to re-key them. That's about \$200 per meter.

C: Meryl Manin (MM): The only problem with meters, especially if you can't put them on the deck, is that it will hurt the residents. People will park in front of houses instead of the stores. There was a guy parked on a residential street near my store recently with expired insurance on his car. If the police won't enforce the regulations, it won't help.

A: KP: You're right: meters without enforcement won't help anything.

C: MM: We want to be like Hingham. They're doing enforcement without meters.

A: KP: I think meters are a layer. I think if you do wayfinding and curbside management and enforcement and you still need something more, meters are a next layer because with them you may need to work out a resident parking program.

Q: MM: Would residents have to pay for that?

A: KP: Not absolutely. You could work that out: some towns give you a sticker for free with your utility bill. Some towns have a nominal fee of \$5 per year. It's a layer that goes along with the management program or you will have the spillover that just pushes the parking problem elsewhere. So, in modeling this, we requested information on parking meters that would cover all the spaces that were in the parking turnover study and we requested information on basic coin-op

single space meters and multi-space meters with all the bells and whistles of parking cards, print-outs and items that make enforcement easier.<sup>4</sup> I would suggest getting your regulations in order and then you can add on meters if you wish. I think you will see immediate results with consistent enforcement.

C: MM: I don't know how to get around this, but I feel silly calling the police over this kind of issue.

A: KP: It's like speeding: people slow down not because there's always an officer waiting, but because there's one there enough that they don't take the chance. Even if your enforcement isn't like Boston where they have meter readers patrolling their block all day long, you just need to bring it up to a level that drives turnover.

C: KC: It would be interesting to see about having meters in the Square, but not in the other two business districts.

C: MM: I can't speak for everyone, but I just don't like meters.

Q: KC: Do you think meters would drive your customers away?

A: MM: No, it's just that we can do the same thing with enforcement and not create such an urban feeling.

C: JV: I can appreciate this as a layer, but what strikes me about the meter conversation is that it is such a divisive issue. We've got committee members all over the map on it. I think maybe we recommend the first layer and then let the Town decide whether to go forward with more discussion of meters. After all there would need to be more study about what types and how much to charge. I don't think we as a committee will get to a single stance on meters.

A: KP: And I think that's a fine place for you to end up. We're saying we have an initial strategy for parking and you'll see how that does. I think that if you consider meters, you might have to consider meters for your other business districts as well because you want to keep things equal.

C: JV: And to complete my point, I think it's time we moved on from meters. It will be in the report as something in need of more conversation.

C: AD: I want to make one more point before we leave this: meters should not be an excuse for us failing to fully execute on this. We can't just say it doesn't work because we don't have meters. We try what we have here in front of us and then maybe we don't have meters.

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C: KP: So, I think we've talked over parking management pretty fully. One thing we haven't touched on is the idea of zoning changes. Can we talk more about that?

A: BC: We talked about Mechanic Street and how we could place a mixed use overlay on it to allow businesses on the first floor with residences above. It becomes a PUD [Planned Unit Development], the same thing we have in the Central Avenue and Milton Village districts. The lots on Mechanic Street are big so there would be an opportunity to provide parking, off-street, in the rear. An overlay is just like a table cloth. When you put out a table cloth, the table is still there underneath, it doesn't remove the underlying residential zoning and you can keep your house as a house if you want to, but this would be an opportunity to bring in some low-intensity office uses: doctors, lawyers, insurance agents. I wouldn't be restaurants or garages for fixing cars. The other space we

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<sup>4</sup> Here, Keri referred to a table which can be seen in this presentation:  
[http://www.eastmiltonsquarestudy.com/Web\\_Images/2011-05-11\\_BCAC.pdf](http://www.eastmiltonsquarestudy.com/Web_Images/2011-05-11_BCAC.pdf)

discussed was the short stretch of Bassett Street between Granite Avenue and Franklin Street. This area would be zoned commercial to match everything else around it.

Q: Bob Falconi (BF): These businesses on Mechanic Street; they'd provide their own parking.

A: BC: Yes, that would be part of the permitting for the overlay district that they'd have to provide off-street parking.

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C: KC: One thing discussed, and I don't recall if it's in the report is the idea of moving Granite Avenue more towards I-93 to place the parking on the side with stores.

A: Nate Cabral-Curtis (NCC): The committee dismissed that option at a prior meeting. There was a lot of concern expressed over both the loss of parking that would occur due to Bassett Street's outlet and the driveways for the Milton Marketplace. There was also concern about the conflict between the parking and street and driveways.

C: KP: This is one spot where you might think about reverse angle parking. You could leave the parking where it is, just change it to get the safety benefits.

A: PT: That sounds really dangerous. The light turns green and someone rear-ends you while you're trying to back in. God forbid anyone wants to try to park during the morning rush hour.

A: KP: Instead of the five step maneuver associated with parallel parking, this is only three steps and when you come out; you can see the oncoming traffic.

C: JV: It's already angle parking. You can get off the road while you're trying to park except in maybe the first two or three spaces.

C: KC: I don't think your study noted many accidents along that stretch right now.

A: KP: No, we didn't find any.

C: KC: So what's there is safe right now.

C: MM: I think this is a very advanced concept and we'll probably see it in Cambridge soon enough. If it works there we can look at it as an option later. I know the first time I saw it I nearly passed out.

A: KP: There's definitely an education piece that goes with it. The City of Boston has a number of projects that are planning to use reverse angle parking. It's a layer to think about and we'll put in the information on it so you have it. Another piece that Nate wrote up for me and that I have yet to drop into the report is traffic calming for the surrounding neighborhoods.

C: LW: When you brought up the zoning issues, the zoning suggestion for Bassett Street, I think an issue highlighted in the study under existing conditions noted our retail areas are divided up with a logical connection between them. I think that by rezoning Bassett Street you would tie the Fruit Center together with Adams Street. That might help address some of our retail development problems.

A: KP: Anything else here? We've been through your suite of alternatives, are there other items you want to discuss? We're doing O.K. on time and I want to open it up to the folks in the back.

C: JV: Bill may have passed this along, but in terms of the order of the document, we want to put the short-term alternatives ahead of the property acquisition part.

A: KP: That's easily done. We ordered our report based on the RFP, but we can change that.

C: JV: I'd like to see more specifics about the bump-outs and crosswalks.

A: KP: That's part of what we still need to drop in.

Q: AD: We have a good understanding of the short-term and long-term options, but what's in the intermediate time frame?

A: BC: The rezoning on Bassett and Mechanic Streets.

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C: KC: One more thing: since the public meetings place such emphasis on alleviating the speed and volume of cut-through traffic we might want some more specific detail about public concerns and voice our support that those issues be addressed and before the start of the next school year.

A: KP: We can add stronger language about that. I think the reason we didn't say specific streets is because it implies that we ignored or left out other streets. Remember the slide we showed at the March community meeting? It wasn't intended to be an all-inclusive list, just what people brought forward, but some audience members thought that was it and we were excluding their street.

A: BC: By identifying specific streets and solving their problems we may just move problems elsewhere. If we fix Governors Road, the traffic will find another road. For as much as we are doing a study to address those problems, we looked at those issues in this one. We don't want to get too far afield on cut-through traffic when we have been tasked to address the Square.

C: KP: Maybe what we want to do is address it more globally. Maybe we should recommend looking at the whole Belcher Circle neighborhood as a unit and say "while these streets have been identified, we should study the whole neighborhood." Does that seem O.K.?

A: KC: It does. I know we discussed Belcher Circle. This is an issue that's surfaced and needs to be addressed. Are we just leaving it to the selectmen?

Q: JV: Would it be worth it to make some recommendations? Such as on Granite Place installing the do-not enter for the morning peak? You can experiment with it and see if it works.

C: AD: And keep in mind this is the final study after decades. This shouldn't be just running towards another study. Action needs to follow from this work so someone isn't doing this again in 10 years.

A: KP: I think we're trying to focus action on the Square, but these are some peripheral issues we need to say something about.

C: KC: I don't think they're peripheral; I think they are the result of the Square, they impact the Square and they're intensifying with time.

A: KP: O.K. that's a good point. I will just warn you, and then I want to open this to the community members in the audience, that while we will discuss traffic calming, the options we're going to present may reduce speed, but the volumes may stay high.

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Q: Natalie Fultz (NF): I live on Franklin Street. I'd like to know who will pay for all this?

- A: KP: The study that produced the draft report you've heard about tonight was paid for with \$150,000 of a \$1 million earmark from Congressman Lynch's office. There's \$850,000 remaining in that earmark.
- C: PN: It also appears that there is a second, million dollar earmark. I'm finding out more about that right now.
- A: BC: The money came in two, \$1 million grants. The first million, we have access to all of it. The second has an 80/20 match associated with it. So, to get it, we would need to kick in \$200,000 to access \$800,000.
- C: NF: Well, I don't see why the town should pay for anything. At the Council on Aging we have a broken sidewalk that the Town won't fix. We've called about it, but nothing happens. It's a hazard to everyone and I want to know why it's not fixed.
- A: BC: I hate to say this, but this a question for the Selectmen and the DPW and it's not in my purview. That's a different budget. I don't know the answer, but I'll find one for you and call you.
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- C: Dick Harrington (DH): I also live on Franklin Street. We go a lot of the town traffic and people going to the Square parking on Bassett Street and Franklin Street. I've asked people not to park in front of the residential houses and they just give you a hard time. From that, we got the ½ hour parking signs put in and now they park on the other side of Bassett Street east of Franklin and it's impossible to get through there. What do you with that? The parking is an issue, traffic is an issue. Last year, on Belcher Circle, they put in a no left turn side going down towards Church Place. In the first few weeks it was up, the police monitored it and it helped. After they stopped, I almost got hit there. The stop signs are ignored, it's ridiculous.
- A: BC: A lot of what we've heard from residents and owners is about enforcement. We agree with that. A lot of what we said regarding wayfinding and parking management has to do with enforcement.
- C: DH: Even some police presence would help. Since the signs were put in, there's been no police presence, and I feel bad for the people on Bassett Street. Mr. Joyce who lives on the corner is elderly and disabled and his family can't park in front of his house to go in and check on him. They should put a sign out there for him. I put out cones, but they stole the cones. By the way, I do like your hybrid plan for the deck.
- A: BC: Being on the traffic commission, I can say that we should be addressing that. We are attempting to help people to park in more appropriate places through providing better wayfinding and inducing faster parking turnover. I'll speak with the Police Chief tomorrow about this. He's invited to next week's community meeting. That's next week, May 18<sup>th</sup>, from 6:30 to 8:30 p.m. at Cunningham Hall.
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- C: Eileen Brown (EB): I live near the intersection of Adams Street/Church Street. It's a very long light and so those people are bound and determined to make the left towards Quincy when they get the green. Between the backed up traffic on Church Street and how they get moving when the light goes green, I can't get out of my driveway. The other thing I wondered about was the bike path. I don't think you can drop a lane on Granite Avenue and have it work out.
- A: BC: Where are the cars coming from before they wind up on Church Street?

A: EB: They're coming from Squantum Street primarily, but other streets too.

A: KP: You're right that the signal for Church Street at that location is very long. One night earlier this year when it was raining we came down to check whether the pedestrian signal worked and Nate was standing there in the cold and wet pressing the button.

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Q: Theresa Foley (TF): I live on the corner of Franklin Street and Bassett Street. If you have no intention of taking my home, why is my house in the newspaper?

A: BC: If I remember right you're on the north side of that intersection. Very early in the process, we had the idea to reconfigure the Greenspan parking lot to see if we could wring more parking spaces out of it. Our charge from the selectmen was not to be narrow in our focus. In looking at the Greenspan lot it occurred to us to ask what would happen if we extended it all the way to the corner of Franklin Street and Bassett Street. This approach doesn't make sense to us because we don't even own the Greenspan lot; it's only leased to the Town. We put this option in for modeling purposes, but now it's off the table. We had to look at it to say we did our due diligence. It's similar to how we have looked at parking meters. If we didn't look at them, and somebody read this report in ten years, they would think we missed something obvious.

Q: TF: So, can you give me a guarantee that you won't take any houses?

A: BC: As was noted in the *Milton Times*, none of the property owners were contacted because this was an exercise. We were playing what if, and that's all it was. We looked at the lot which could have involved your property and it made no sense.

Q: TF: So the Town isn't going to take my property?

A: BC: This project will not make you an offer on your home. At no time did we say we would buy property if we could. The houses printed in the newspaper were just options. This group met last week and pretty much dumped the bulk of the properties off the potential list. Yours was out of the running even before that meeting.

C: JV: Think of it as a geometric exercise: we were just checking to see what fit. We were just looking at possible configurations. Because we are a Town-sanctioned committee, the newspaper said we were buying properties, but we're not going there.

A: BC: Let me also underscore that we cannot tell the selectmen what to do. All we can do is make a recommendation to them

Q: TF: I want to go back to my original question: do we have any guarantee that the homes in the newspaper won't be taken?

A: BC: Those houses may have been noted in the newspaper, but they don't make financial sense. Speaking specifically to your property, we don't own the Greenspan lot so we would need to acquire that first. It doesn't make any financial sense for us to do so.

Q: TF: So why was my house shown?

A: JV: Because a reporter attended one of our meetings and saw one of the layout pictures and reported on it. We don't write the newspapers, but if we did, we would have said this was an exercise only.

A: BC: We looked all over the Square. We looked at 569-71 Adams Street because there's almost an acre available. We looked at other locations around the Square to make those lots. We looked at the old movie theatre and Mrs. McDermott's house. There's 594 Adams Street that we looked at as well. It could be too far out. This group said they liked the idea of putting parking on the deck, retooling it into a park with some parking lot in it. It's not unanimous, but there is a majority behind it.

Q: TF: So you're saying don't worry.

A: BC: You should not worry.

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C: Paul Maduri (PM): I want to thank the committee members. They have done excellent work. I know what it's like being on a committee and listen to people night after night especially when people yell about the same thing over and over again. So many people have to take a car to get around Milton so parking is always an issue. I own Fitness Unlimited and I and the other employers around the Square make good, local jobs. With these improvements you're proposing, I think I will be able to hire five or six more people. That's important. I want to touch on parking meters. Parking meters contribute to a city feeling and we want to stay a suburb. Think of a mother with kids, she's stuck digging for quarters, running in and out of the store to put quarters in the thing and worrying about a ticket. Most of the best business districts don't have meters. Hingham, South Braintree, the cost and maintenance override any revenue completely. Just do the minimum level of enforcement: it will work. Employees should not be parking in the spaces for customers. I like the hybrid plan, I really support it, but I think you could connect the two parking lots with a raised crosswalk. I think the term service zone ought to be dropped. I think it should say "employee parking" and show a picture of the permit right on the sign. In Brookline where I used to own a business, they did it that way and it took care of the problem quickly.

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C: Susan Branagh (SB): Six months ago the Town put in 1 hour parking and 30 minute parking. Has anyone ever checked on the revenue stream from that? Those time limits aren't enforced because there's budget for enforcement. Crime is going up, we have a problem with drugs. You say it's about enforcement, but we have six cops and that's it. The signs don't work. There's a person who owns a business in the Square, and he parks on a residential street all day. The cost of meters I think isn't real because you'll need to install them in the Village and on Central Avenue. Will there be two-way traffic on Edge Hill Road and Bryant Avenue?

A: KP: In this option, yes there would be?

Q: SB: And will you have a new traffic light sequence to make it work?

A: KP: Yes, all the lights would be coordinated to work together.

Q: SB: When you looked at Ruth McDermott's house, didn't you look at both houses?

A: BC: No, we just looked at one parcel to provide an outlet for the space.

Q: SB: Did you study the potential for accidents at the new parking lots?

A: KP: We did analyze crash data for the intersections in the Square, but at this level of detail we just looked at layouts for parking.

Q: SB: If we did resident parking, we'd need visitor passes, is that right?

A: KP: That's a layer of detail you would get into later.

Q: SB: Have you identified any properties for purchase?

A: KP: We have not identified any properties for purchase.

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Q: JV: Could Boulevard Street and Edge Hill Road be a one-way pair with the hybrid?

A: KP: I don't think there's a reason why not. You could implement that in advance of the hybrid.

Q: JV: Could we allow U-turns at Edge Hill Road?

A: BC: I think we could.

Q: John Shields (JS): On April 11<sup>th</sup>, didn't they vote to block off the median strip on Governors Road? If you make Edge Hill one-way going up, you'll have more traffic not being able to cross the median and you'll force it into the Square.

A: BC: That's right. In that plan, the idea isn't to go forward until we've met with the residents on Plymouth and Grafton Streets. We took a vote to try it for a month plus. The residents on Governors Road want it done before school closes so they don't have to find out that it doesn't work in September.

C: JS: My point is that you couldn't make the street next to post office one-way.

A: JV: Unless you allow for the U-turn.

A: JS: We want to extend the median to prevent U-turns. I want to address the takings for a moment: we got calls over the weekend. You can see our responses in emails. We have not debated this issue in open session, much less executive session. We are very reluctant to take anyone's property. When you talk about takings you need to pay market rate and you need a 2/3 vote at town meeting. Both of those things making any taking very difficult; I'd say cost prohibitive. We should allay that fear right now: takings are off the table.

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A: Carol Joyce-Harrington (CH): I want to speak for everyone living on Church, Bassett and Franklin Streets: we're in favor of the hybrid plan. It makes sense because it relieves pressure on both people who have lived here forty years and recent arrivals with young children. Enforcement is important: we've been on the phone to the police saying people are parking in front of our homes for hours at a time. The more we can protect our neighborhoods, the better.

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## Next Steps

At this point, the BCAC has held its final deliberative meeting for the East Milton Square Parking & Access Study. The committee's recommendations will be presented to the community on May 18, 2011 from 6:30 to 8:30 p.m. at Cunningham Hall. Following this third community meeting, the report will be finalized and submitted to the Board of Selectmen.

## Appendix 1: Attendees

First Name	Last Name	Affiliation
Eileen	Brown	Resident
Nathaniel	Cabral-Curtis	HSH
Kenneth	Caldwell	BCAC
Bill	Clark	Town of Milton
Arthur	Doyle	BCAC
Bob	Falconi	BCAC
Teresa	Foley	Resident
Kurt	Fraser	BCAC
Matthew	Fultz	Resident
Earl	Gingras	Resident
Richard	Harrington	Resident
Edwin	Hauptner	Resident
Ron	Horion	Resident
Carol	Joyce-Harrington	Resident
Paul	Lane	BCAC
Joanne	Lerner	Resident
Gene	Lorden	Resident
Gail	Lussier	Resident
Bernard	Lynch	BCAC
Scott	MacKeen	Milton Times
Paul	Maduri	Resident
Meryl	Manin	BCAC
Claire	McGuirk	Resident
Austin	McGuirk	Resident
Paul	Nelson	MassDOT
Keri	Pyke	HSH
Bob	Ranton	Resident
Adam	Roberts	Milton Patch
Paul	Tierney	BCAC
John	Virgona	BCAC
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?
Jim	Gallagher	MAPC/BCAC	jgallagher@mapc.org	60 Temple Place	Boston	02111	
Kenneth	Caldwell	BCAC	kmccaldwell1@verizon.net	23 St. Agatha Road	Milton	02186	
Arthur	Doyle	BCAC	adoyle@collegeboard.org	85 Belcher Circle	Milton	02186	
Kurt	Fraser	BCAC	kurt_fraser@town.brookline.ma.us	35 Norman Street	Milton	02186	
Nancy	Jesson	BCAC	njesson@comcast.net	1274 Randolph Avenue	Milton	02186	
Kathleen	Kechejian	BCAC	kkechejian@comcast.net	558 Adams Street	Milton	02186	
Paul	Lane	BCAC	Talane1@aol.com	3 Edge Hill Road	Milton	02186	
Bernard	Lynch	BCAC	b.lynych@inspecthouse.com	34 Milton Hill Road	Milton	02186	Beel L.H.
Meryl	Manin	BCAC	merylatgrono@aol.com	536 Adams Street	Milton	02186	✓
Brian	O'Shea	BCAC	mfmoshea@verizon.net	32 Barton's Street	Milton	02186	
Marietta	Surette	BCAC	msurette@comcast.net	132 Ridgewood Street	Milton	02186	
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Paul	Nelson	MassDOT	paul.nelson@state.ma.us	10 Park Plaza	Boston	02116	
Keri	Pyke	HSH	kpyke@hshassoc.com	38 Chauncy Street	Boston	02111	
Nathaniel	Curtis	HSH	ncabral-curtis@hshassoc.com	38 Chauncy Street	Boston	02111	
Earl	Gingras	resident		594 Adams St	MILTON	02186	
Natalie	FOLTE	Resident	nfolte2003@netscape.net	61 Franklin	MILTON		
TERESA F	FOLEY	RESIDENT		30 FRANKLIN ST	MILTON	02186	
Richard	HARRINGTON	RESIDENT	PHYSRTH@COMCAST.NET	41 FRANKLIN ST	MILTON	02186	
CAROL	JUCE-HARRINGTON	Resident	CAVOTJUICEHARRINGTON@GMAIL.COM	" "	"	"	
Ron	HORION	Resident	KRAVENSL@GMAIL.COM	55 FRANKLIN ST	"	"	





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Kurt	Fraser	BCAC	kurt_fraser@town.brookline.ma.us	35 Norman Street	Milton	02186	✓
Nancy	Jesson	BCAC	njesson@comcast.net	1274 Randolph Avenue	Milton	02186	
Kathleen	Kechejian	BCAC	kkechejian@comcast.net	558 Adams Street	Milton	02186	
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William	Clark	Town of Milton	wclark@townofmilton.org	525 Canton Avenue	Milton	02186	
Paul	Nelson	MassDOT	paul.nelson@state.ma.us	10 Park Plaza	Boston	02116	✓
Keri	Pyke	HSH	kpyke@hshassoc.com	38 Chauncy Street	Boston	02111	✓
Nathaniel	Curtis	HSH	ncabral-curtis@hshassoc.com	38 Chauncy Street	Boston	02111	✓
Marshall	Ottone			42 Church St	Boston	02186	
Hail	Russier			50 Bassett St	Milton	02186	
Jane	Larner			54 Summit Pl.	Milton	02186	
Edwin	Hauptner			46 BASSETT ST	MILTON	02186	
Bob	Falconi						✓
Paul	Machey						