



July 19, 2010

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

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

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

RE: **East Milton Square Parking and Access Study**
Meeting of the Business & Citizens Advisory Council (BCAC)¹
Meeting Notes of July 14, 2010

William (Bill) Clark (Director of Planning & Community Development for the Town of Milton) opened the meeting by welcoming the members of the BCAC and thanking them for their attendance. He noted that elements of the agenda for the meeting would include:

- Schedule
- Overview of project scope
- BCAC concerns/issues
- Evaluation criteria

Bill then requested that the membership of the BCAC, seated at the front of the meeting space, introduce themselves for the benefit of members of the community in the audience.² Bill then introduced Paul Nelson (MassDOT Highway Division) and Keri Pyke (Howard/Stein-Hudson). Paul's role is to serve as the liaison between MassDOT and the Town of Milton for the East Milton Square Parking and Access Study and to administer to the funds obtained by Congressman Stephen Lynch to the support study. Keri Pyke leads the consulting team which will conduct the study.

Following his opening remarks, Bill turned the meeting over to Keri. Keri noted that Howard/Stein-Hudson (HSH), the lead consultant of the East Milton Square Parking & Access Study project team, has been in business in Boston for 23 years working mostly on projects in urban areas. Keri serves as the director of HSH's transportation planning practice.

She then explained that the meeting would run approximately 90 minutes and be documented in a variety of ways including minutes and a sound recording, taken by a member of the HSH team, as well as filming by a crew from the Milton public access cable television channel. This documentation represents an element of the project's larger public involvement effort which will include both traditional methods of engagement such as the meeting summarized herein and electronic methods including a project website, Facebook page and Twitter account.³ In addition, web-based surveys may be used to gather input from the community later in the project. The Town of Milton and project team are committed to effective public involvement and as such

¹ Meeting attendance sheets are reproduced in Appendix 1.

² At the beginning of the meeting, Nathaniel Curtis (HSH), the project's public involvement specialist, was given a petition drafted by residents living along Governor's Road in Milton. A copy of this petition is reproduced in Appendix 2.

³ As of the writing of these minutes, it is expected that all three electronic outreach methods will be fully live and available to the public as of July 23, 2010.

will be providing the community with a wide assortment of ways to learn about and comment on the project as it moves forward.

Discussion of Agenda Items

Following her introduction, Keri requested that the BCAC turn to the second item on its agenda: the review of the study's scope. She noted that the team views the project as a planning and concept study that will address issues of traffic, parking, land use, and zoning, particularly in a few instances in East Milton Square where businesses are located in areas zoned as residential. To inform the work, HSH will be gathering traffic counts and conducting the parking turnover study. Other members of the project team include:

- ICON Architecture Incorporated – responsible for land use and urban design.
- Todreas Hanley Associates – responsible for analyzing business conditions and making recommendations as to how to foster the area's long-term economic strength.
- ICON Parks Design – responsible for analyzing the Manning Community Park to determine how this space can best be activated.
- Gill Engineering – responsible for any structural analysis of the deck over I-93 currently supporting the Manning Community Park.

The project's core area is East Milton Square, but with regard to traffic, including cut-through traffic, and connections to local resource areas, the study's boundaries go all the way to the border with Boston in the north and Quincy to the south. The initial phase of work, data collection, has already begun in the form of an on- and off-street parking inventory and traffic counts.

At this point, Keri turned to the project's schedule. She explained that the next step in collecting data is a parking turnover study.⁴ Performing this study now would be difficult because the MWRA is working on Adam Street. The impacts of this work have already been seen in some of the project's traffic counts, and Keri expressed her concern about the construction project's impact on parking. MWRA construction could artificially increase or decrease pressure on parking in different sections of East Milton Square thereby causing an inaccurate picture of parking conditions and raising concerns over the validity of the study's recommendations with regard to parking. To prevent this issue, Keri recommended delaying the parking turnover study to November 2010 when MWRA will shut down its job site for the winter.⁵ She expressed her confidence that even with this delay it will be possible for the study to achieve its target completion date of May 2011. Here, Keri requested that the members of the BCAC weigh in on whether they felt the delay was appropriate. This began the open discussion portion of the meeting.

Q: Kenneth Caldwell (KC): Specifically, what data will you collect regarding parking? You know from previous studies that a certain number of spaces are available. What new data do you want and how does construction have an impact on it?

A: Keri Pyke (KP): We know how many spaces are out there, what the curbside regulations are, and where the public and private lots are located. That's not at issue. My concern is that the construction may have an impact on the turnover study so that when we make recommendations based on it, people may have cause to doubt the basis of the recommendations.

⁴ A parking turn-over study develops an understanding of how quickly parking spaces turn over or become available within a given area. At the end of a parking study, one is able to say how long cars stay in a given parking spot on average.

⁵ HSH will monitor the progress of MWRA work to see if the turn-over study could be performed in September or October.

C: KC: I think it would be helpful to have a slide that highlights those areas where you have collected parking data.

A: KP: A graphic to show just that is in progress right now. It just wasn't ready for tonight.

Q: Paul Tierney (PT): So it sounds like what you're really trying to get in utilization or the turnover of the spaces, is that right?

A: KP: Yes, that's right, that's the piece we haven't done yet. We are concerned that people won't be coming to East Milton Square or will be coming and parking in places they normally don't. We went out with a member of the Milton Department of Public Works earlier this week and we saw spaces filled with barrels. If we went out and did the study today we might end up with an inaccurate picture of your parking situation.

Q: PT: So we have no historical data you could use? Haven't previous studies looked at this?

A: KP: There are historical studies that we could use, but professionally, I am not comfortable with basing my recommendations on old data.

C: PT: I think that's fine; I don't see a problem with that.

C: Meryl Manin (MM): I would think that September or October would be a better time to collect the data anyway; I think there are many people on vacation right now.

Q: John Virgona (JV): I'd concur with what Meryl said, fall is the better time to get the parking data. There's work being done right now on Adams Street all the way to Lower Mills. Is there work going on anywhere else?

A: William Clark (WC): There's work at 444 Adams Street where there's an MWRA line that goes under the stream. The area we are concerned about is from the Post Office to Squantum Street around St. Agatha's. There are parking spots in that area that will be open or closed from day-to-day depending on where the MWRA is in its project.

Q: JV: So the work isn't on the commercial side of the square?

A: WC: That's true, but right now we can tell that we have motorists avoiding Adams Street because we're not seeing the normal level of traffic. We would like to have traffic levels closer to what we've seen in the past before collecting any more data.

Q: Bernard Lynch (BL): Did you speak with Joe Lynch about the MWRA project?

A: KP: We did. The MWRA work will shut down in November and we could collect the parking data then. My preference is to wait, doing it now could skew our data one way or another and I want to do right by all of you with solid data. That being said, I want a sense of the room. Do you think we can wait on this?

A: Paul Lane (PL): Absolutely we should wait. The problem has been fifty years in the making; we should get the best data we can.

- C: PT: Being a resident and doing normal commuting, I'd really defer to the merchants on this one because they know when the peak times are for parking in the square. If fall is the time for maximum stress on the parking supply, let's wait until then.
- C: KP: What I'm hearing is that everyone here would be all right with waiting until the fall on this. That would mean a little hiatus with you for a while. We'd come back to you in October to refresh everyone's memory and talk about schedule. We will still meet the end date of May 2011. Does this seem reasonable?
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Q: Leslie Will (LW): What other data will you collect?

A: KP: We have already taken traffic counts, but there's one intersection we will need to redo, Adams Street at Center Street, because we know the numbers are artificially inflated there as a result of the construction. The traffic data can be bolstered by historic data and the counts on the east side of the Square are probably fine. We will also count bicycles and pedestrians at the intersections so that we can think about bike and pedestrian accommodations as part of our complete streets approach. We will also be doing some GIS mapping, looking at land use and thinking about changes to zoning.

Q: Kurt Fraser (KF): Were you able to collect your traffic data before school let out?

A: KP: Yes, we managed to get the traffic counts while school was in session.

Q: PT: I understand that you're using traffic counts and I can see them being relevant in a fairly tranquil environment, but the Square is a transient environment. A lot of the vehicles you see are just passing through. How much weight are you putting on a traffic count that won't capture what the citizens of Milton and maybe Quincy use the area for?

A: KP: We understand some of what you just said already from our conversations with the town staff and we heard similar concerns from the members of the Chamber of Commerce. We are not trying to overweight the traffic volumes and certainly you do have people who are using the area to bypass I-93. Right now there are several things that you have done with signals to try to prevent that cut-through of I-93 traffic, but at the same time you want to be careful to avoid forcing traffic onto local streets. That what we want to hear from you: what do you want this area to be for Milton businesses and residents, and how can we help you get it there? It's unlikely that we'll be closing the ramps from I-93, but they do provide an obvious pressure relief from I-93 and we don't want everything geared to serve the almighty car. We want to make this a special place, somewhere that people want to come, shop and have dinner.

It's clear that you have a concern about cut through traffic. That makes a good segue. Since we are all agreed that a delay on the parking study is appropriate, what other issues or concerns do you have?

Q: Brian O'Shea (BOS): I grew up on Granite Avenue and I worked there for a long time too. The back-up on Granite Avenue, especially around Christmas time is hazardous and it seems to get worse each year. Eventually, someone will be hurt or killed. Someone thought it would help East Milton Square to time the light at Granite Avenue and Boulevard Street to discourage cut-through traffic, but it's a safety issue. Let's face it: right next to I-93 is never going to be a garden spot.

A: PT: I agree. It seems as though that back-up on Granite Avenue gets worse and worse. It used to be there only at rush hour, but now it's there at 2 PM. It's a fact of life that there are too many cars getting off, but we can't stop them so we need some sort of fix. I have another issue which might be more for the Chamber of Commerce, but I'll try it here anyway: there are only so many haircuts you can have and

so many cups of coffee or subs you can buy. The more diverse we make the retail around here, the more demand you will have on the limited parking in the Square. We'd all like a more diverse commercial area, but if we make it more diverse, it will place a greater strain on the limited parking we have. I think that's out catch-22.

Q: KP: Let me ask you a follow-up to that: if there were a greater variety of retail and if wayfinding were improved so that people knew where they could park, do you think they would park their cars once and then walk to things?

A: PT: As an idealist, I'd say yes. I think people would like to put their kids in the carriage and make a pleasant day in the Square. Right now though, it's a real catch-22 here. It goes beyond the parking inventory I think.

C: KP: I think this study actually can address much of your concern; that's the reason we have Todreas Hanley on our team, to tell us how we make the kind of environment that can support a good diversity of retail uses.

C: LW: Along with the increase in traffic, there's been an increase in cycling and walking, and I think business people can see that. I definitely see more people walking behind strollers or riding a bike. The crosswalks and sidewalks are getting more use. I think the potential is out there, and we just need to make more room for it. You also mentioned the ramp closure. I live on the left side of Milton, so if I'm coming up from the south, the only way for me to get to my house is to drive through the Square. I have to cut through and generally I'll admit I don't stop, but my alternative is to go up to the next exit and then go through Dorchester and Lower Mills. I think as you go through this, you will find that a lot of Milton's population is on its west side.

A: KP: From those comments, I gather a couple of things: we want to seek ways to make it more attractive for people to walk and cycle, regional mobility is an issue, wayfinding within the Square should be improved so that people can park once and walk around the block with some confidence knowing they can find their destination. There are many parts here, but having more diverse retail won't make it worse. We will figure out a way to make the parking work.

C: MM: There are currently limited stores in the Square, but if we put in more parking, they will come. It's very hard for retail to survive on limited parking. If we have additional parking, businesses will want to locate here.

C: KC: In some ways, our situation is unique, but in other ways, not so unique. I hope you will look at other communities that have addressed similar problems: Brookline, Newton, Braintree, and Hingham have all tackled these sorts of issues before.

A: KP: We certainly will be doing something like that for you. We recently put an Upper Crust Pizzeria in Wellesley where incidentally Nate did the parking work for us as well. Wellesley's town center has some off street parking, but not a lot and they found some creative and interesting ways both through their zoning code and shared parking to address their parking issues. We definitely hear you that parking is an issue in your community.

A: JV: To your point, this committee was formed to address parking and it's at the core of this study. As we go forward, we know this issue has been looked at a few times before and we know there won't be an easy, single solution.

C: BL: And as you go forward, please don't forget the neighbors and abutting streets.

A: KP: We are definitely going to keep the abutters in mind. These issues are like a stress ball: if you squeeze it in the middle it comes out on both sides. We don't want to take cut-through traffic and force them into the neighborhoods. If we had an option that might make motorists likely to detour into the neighborhoods, we would also look at traffic calming measures to make bypassing the Square less attractive.

C: PT: Two comments: I believe in getting as much public input as possible. While this might sound a little ugly, I think putting up some signs in the community showing the web address, could help to stir input from the community.

A: KP: That's a good suggestion. I think we could look at providing something for merchants to put in their windows or next to the cash register.

C: LW: Boston has a good program that uses cell phones to deal with graffiti. If people see graffiti they take a picture and send it in. Maybe Milton could do something similar with parking or traffic problems?

A: KP: That's also a good suggestion. We have a good relationship with the City of Boston, and we could find out something about their program. Simply providing people with basic contact information and letting them know how many avenues there are for their comments would be helpful.

C: PT: The second part of my comment is that I was recently at the dentist and it faces onto one of the one-way streets that are one way from Adams Street to Granite Street. I was in the chair for 40 minutes and saw three cars go down the street the wrong way. The hygienist says it happens all the time. That's a major safety concern.

A: KP: They could have been either frustrated with the traffic or lost.

A: BOS: I think people get frustrated waiting in the long line at the fire station.

A: KP: We might consider making one of those streets one way in the other direction.

Q: Paul Nelson (PN): Was Adams Street in front of the post office ever a two-way street?

A: WC: Yes, but a long time ago, it would have been before I-93 was built.

Q: LW: This is a different topic and perhaps off scope, but is there a chance to think about a partnership with an area business? This came to mind when I was thinking of a cell phone tower that's near my house and a bike path that the cell phone company contributed to. Has there been any consideration of getting businesses that want to be present in the area to contribute in some way?

A: KP: What sort of partnership, funding, upkeep, adopt-a-something?

A: LW: Well, I was thinking about you maybe bringing your experience in this field to help us get a corporation to be part of the solution.

A: KP: I haven't seen too much of what you're talking about for things like this; assuming that we come up with a longer term solution, such as a big reconstruction, that beyond your funding, we might seek to involve a corporate sponsor.

A: LW: Yes, that's what I was thinking of, some kind of long term involvement.

C: PL: We might need funding to buy some land or property in the area to make some parking.

- A: KP: Yes, buying land to make some parking could be a solution for you, and it would definitely require some funding. Does the town have the money to buy the land and if not, what would be the mechanism to do so? We could definitely look into that for you.
- C: PL: There's a house on Adams Street just outside the commercial district that's definitely on its last legs. There's open land right behind it. That could make a good spot for parking.
- A: KP: We can look into that for you.

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- C: BL: I'm thinking back to your proposal where you mentioned ways to make the business district more appealing and attractive. One part is diversity as we discussed. Some parts of the business district have been upgraded and some haven't. I think you could approach the landlords to see if they could upgrade their properties in some way that won't drive out the tenants with high rents. I know Boston has given out grants to improve business districts. I don't know if there are unused federal monies lying around from years past, but perhaps that's something we could look into with Congressman Lynch.
- A: KP: We can look into that for you. There are certainly some things we have been discussing that might not be covered by the grant from MassDOT. If that's the case, we can assist you in looking for other pots of money.
- Q: BL: What about purchasing some real estate for parking with money left over from the current earmark?
- A: PN: I'd want to look over the language again, but I think we might be able to use leftover funding to acquire property for parking spaces.
- C: WC: Even so, I think a question that you need to ask yourself is if you take out a house, how many cars can you actually get onto the resulting lot: five, six? Part of what we have to look at is zoning and whether we have the stomach to change zoning in certain areas. It might be a recommendation to recognize a group of contiguous properties to make parking. Would the neighborhood be willing to accommodate that change, maybe, maybe not? So that means looking at other things: one-way streets to get more parking. For now, we're going to take some baby steps and not jump to conclusions about where more parking can be obtained or whether we need it.

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- C: KF: As far as parking goes, the logical area that jumps out at me is the parking deck over I-93. Bryant Street is southbound and Granite Avenue is northbound. You could block off the short section of Adams Street that runs through the park and route the traffic in a rotary pattern around the south end of the park. By doing that, you could carve out a substantial space on the deck that could be a parking facility. I know there's a legislative dance that accompanies converting park land into something else and so maybe you wind up with two facilities: one park and the other parking.
- A: KP: Those are the sorts of things we will be looking at, but jumping to that solution right now is putting the cart before the horse. We will be looking at a whole range of options including your plans which Bill gave us. If we went with your approach, we would need to weigh the legislative hurdle of converting the park against the time it will take you to accomplish that and the benefits you could achieve. There may be both short and long-term solutions that we recommend.
- Q: MM: Could you move the park to where Adams Street is now and not have the legislative issues?
- A: KP: I will need to double check the associated regulations, but as long as the amount of parkland remains the same you could avoid the legislative issue. Sometimes, when we approach these types of issues, we try to go at it from a blank slate: if we could level everything and start from scratch, what approach would make sense? Again, proposing solutions right now is premature.

- C: KF: With respect to the park and speaking as a resident, the reason the park was put in was aesthetic. It's there to join the two sections of town over the highway, but there are still roadways that cut it up. There isn't much total acreage of park when you get down to it and it's not much used.
- A: KP: Yes, but on the face of it, no matter how it's used, the space is a park. If you move it and keep the acreage the same, it's O.K. but if you want to take it out you will have to deal with the legislative hurdle. One wild idea we tossed around in preparing the proposal was to put the roadways in the middle and reconnect the park with the edges of the square. Maybe there's some way to make that work. We don't know. Right now going to solutions is jumping the gun.
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- Q: PT: With respect to the public involvement plan, what costs are associated with the use of Facebook and Twitter?
- A: KP: We budgeted for their use in our proposal and the only associated cost is Nate's time to monitor them. The use of the websites is free.
- C: PT: O.K. that's good to know. One other thing: I don't have any problem with reconfiguring the park, but I really, really don't want to see it taken out.
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- Q: KF: Will you do a study of the overall usage of the park?
- A: KP: Whenever we've been out to the Square we have done a walk through of the park just to see how many people are there and how it's being used. We do have pedestrian count data so we know how many people are walking through the park. The Manning Community Park isn't Post Office Square in Boston with every available patch of ground taken, but it does have some activity. Gathering some additional data on park usage is something we can do easily enough.

At this point, I'd like to open up the floor to some of the people in the audience. We are running a little short on time and I want to give them an opportunity to speak. I think, if it is all right with the committee, that we'll hold our discussion of evaluation criteria until our next meeting so that we can give that conversation enough time.

- C: Elizabeth Meyers (EM): I live on Governors Road between Edge Hill Road and the Quincy line. All of my friends live there too. Governors Road already has some big issues. The Quincy side has speed bumps on it, but once people get to the Milton side, the drivers just fly because it's the only way around the highway. There are 19 children living in my area under the age of four and sooner or later one of them is going to be hurt. We would like to be a part of your study because Governors Road is already a cut-through.
- C: KC: I would agree wholeheartedly with that. This is not the first time this issue has come up.
- A: KP: This issue was not addressed specifically prior to now, but I'm glad you've brought it up.
- C: Kathy Lavery (KL): Governors Road is a well-known cut-through for people coming up from points further south. Eighteen years ago when I moved in, I was told by a member of the Milton DPW that it would become a dead-end street, they had the signs and bollards ready back then, but it never happened. It's been a long time in coming to do something for Governors Road.
- C: Greg Hall (GH): This is the third time we've raised the issue of cut-through traffic on Governors Road with the Town. One issue is that when people are traveling south on the Expressway (I-93) they will do whatever they can to avoid the East Milton Square area which is also true of people coming from the south. It seems to me that Adams Street is plenty wide enough to be a two-way street. If people could

take a left on Boulevard Street or Adams Street you could eliminate the bottle neck at Granite Street and Adams Street that people are trying to avoid.

On the topic of parking, if you are thinking about land takings, there are two or three houses on Bassett Street that back up to the Professional Center parking lot. If you could take those properties and close Bassett Street so it was just a driveway, you could knit together two existing lots while making more parking.

- C: Jeanne Burns (JH): I only moved to Governors Road a few months ago and I concur with everyone has said. The cut-through traffic is there because you can get over to Edge Hill Road. I have a two year old and part of the reason we moved to Milton was that we could walk to East Milton Square. The park is lovely, but it's only good to walk through, it's not a destination in part because of the traffic roaring along underneath it. You also need to cross four or five busy streets and with a little child it's very difficult. We'd love to walk to and in the square more often, but sometimes it's just easier to drive there. I don't want to remove the park, but it just isn't a destination.
- C: PT: Maybe you could close Adams Street and get people to cut over Edge Hill Road to get to Brook Road; that's a low cost alternative.
- C: EM: That was tried before and the people on the next street over complained so much it was eventually changed back.
- A: KP: I understand your concerns. If we close something, it could push traffic to another street and we will definitely take that big picture view. Maybe the whole neighborhood should have a traffic calming program so that the cut-through traffic just slows down.
- C: KC: There are potential impacts here on Quincy.
- A: KP: We have a good relationship with their transportation staff so we can work with them if we need to.
- C: KC: Babcock Street and Hollis Street are both used by cut-through traffic in the afternoon to Edge Hill Road. I don't know if they are trying to get to Quincy or another part of Milton, but they're definitely flying through there avoiding Brook Road.

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- C: LW: One of the worst intersections is by the Post Office. It's such a long crossing that it really makes it hard for someone pushing a stroller to get into the Square.
- A: KC: Although the funny thing is that out of four pedestrian crossing lights, that's the only one that seems to respond to pedestrians. The one at Brueggers is terrible.
- A: KP: I can tell you what's going on with that particular signal: when you press the button there, you have to wait through the whole light cycle to get the pedestrian phase to come up. It winds up being almost two minutes. Waiting 20 seconds or 30 seconds is O.K. but two minutes is too much. As we get into alternatives, we'll be looking into that signal and making some recommendations.

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- C: Nancy Jesson (NJ): If I was living on Governors Road with small children I'd be flipping out. Where I live there's a restriction on cut-through traffic during the times when children are likely to be walking to school. The police do enforce it. They stopped me once.
- A: KP: Restrictions like that could be options, but we need to be careful about creating additional enforcement burdens on your police.
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C: BOS: I would contend that if you make it easier for people to drive on the main roads, it will pull them off the side streets. If the main road is plugged up, people will find a legal or illegal way to get around the traffic because the frustration level gets so high.

Q: BL: It seems clear to me that we're going to need some additional parking some place at some point. Could you look into the potential of placing deck over more of the Expressway?

A: KC: I think I read another report in the past that recommended something similar.

A: KP: That could be longest-term solution with some other early action items first.

Q: KC: In terms of collecting data from people in the area, things like surveys, when would that begin?

A: KP: There are a variety of ways we can reach out to people. We are planning a larger public meeting for early fall, and we could put notices in tax bills to help push turnout. We are hoping to have the website live by the end of the week. There are members of the press here tonight so we'll be getting information out through local newspapers and other media.

Next Steps

The project website will be officially launched by the end of July 2010 along with a Facebook page and Twitter feed. The BCAC is tentatively scheduled to meet in September 2010 to develop its evaluation criteria. The project team will hold a briefing for local elected officials in August 2010.

The collection of parking survey data will be placed on hiatus until November 2010. The project team and Town of Milton will monitor the impact of the MWRA construction project during this time to determine whether parking data can be gathered at an earlier point.

Appendix 1: Attendees

First Name	Last Name	Affiliation
Heather	Bergin	Milton resident
Jeanne	Burns	Milton resident
Kenneth	Caldwell	BCAC
William	Clark	Town of Milton
Nathaniel	Curtis	Howard/Stein-Hudson
Arthur	Doyle	BCAC
Kurt	Fraser	BCAC
Erin	Fuller	Milton resident
Jim	Gallagher	BCAC/MAPC
Emily	Inners	Milton resident
Peter	Jackson	Milton Planning Board
Nancy	Jesson	BCAC
Kathleen	Kechejian	BCAC
Paul	Lane	BCAC
Kathy	Lavery	Milton resident
Bernard	Lynch	BCAC
Meryl	Manin	BCAC
Elizabeth	Meyer	Milton resident
Paul	Nelson	MassDOT Highway Division
Liz	O'Donnell	Milton resident
Brian	O'Shea	BCAC
Keri	Pyke	Howard/Stein-Hudson
Adam	Roberts	Milton Patch
Mariette	Surette	BCAC
Bob	Sweeney	Milton resident
Paul	Tierney	BCAC
Rafael	Urbina	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	BCAC			Boston	02111	✓
Kenneth	Caldwell	BCAC			Milton	02186	✓
Arthur	Doyle	BCAC			Milton	02186	✓
Kurt	Fraser	BCAC			Milton	02186	✓
Nancy	Jesson	BCAC			Milton	02186	✓
Kathleen	Kechejian	BCAC			Milton	02186	✓
Paul	Lane	BCAC			Milton	02186	✓
Bernard	Lynch	BCAC			Milton	02186	✓
Meryl	Manin	BCAC			Milton	02186	✓
Brian	O'Shea	BCAC			Milton	02186	✓
Marietta	Surette	BCAC			Milton	02186	✓
Paul	Tiemey	BCAC			Milton	02186	✓
Rafael	Urbina	BCAC			Milton	02186	✓
John	Vergona	BCAC			Milton	02186	✓
Leslie	Will	BCAC			Milton	02186	✓
William	Clark	Town of Milton			Milton	02186	✓
Paul	Nelson	MassDOT			Boston	02116	✓
Keri	Pyke	HSB			Boston	02111	✓
Nathaniel	Curtis	HSB			Boston	02111	✓
Pete	Jackson	MPS			Milton	02186	✓



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Elizabeth	Meyer	Resident			Milton	02186	
Heather	Burgin	Resident			Milton	02186	
Liz	O'Donnell	Resident			Milton	02186	
Erin	Fuller	Resident			Milton	02186	
Jessica	Barra	Resident			Milton	02186	
Emily	Innes	Resident			Milton	02186	
Kathy	Lewis	Resident			Milton	02186	
Bob	Sweeney	Resident			Milton	02186	
Alan	Roberts				Milton	02186	

Appendix 2: Governor's Road Petition

July 10, 2010

Dear Traffic Commission:

Those of us living on Governors Road – the upper portion from Edgehill Road leading to Upton St. in Quincy – call your attention to our plight and request that our road be included in the study of the traffic problem in East Milton Square.

Governors Road – upper – bears the brunt of the huge problem of lack of flow through the square. Many cars use our road as a cut through. This has been a growing problem for over thirty years. It has worsened with each year that goes by. Studies in the past have been done and at one time when things were not as bad as they are now, barriers were placed on Edgehill Road that prevented direct passage across that point of Governors Rd.

Quincy took their section of our road and added speed bumps and stops signs about twelve years ago. That did not help the Milton section. We find the volume and speed has increased to an alarming rate. Now as more young families have moved in we are truly alarmed. We the undersigned ask that you recognize the critical need to make Governors Road concerns a priority in the upcoming traffic flow study.

Sincerely,

- 1) Diana Luman & John Duff 90 Governors Rd
- 2) Thomas & Elizabeth O'Donnell 80 Governors Rd Thomas 3/2 Kate 1/2
- 3) Elizabeth & Brian Meyer 121 Governors Rd, MA ~~MA~~ Since 1 year
- 4) Dan & Tina Biggott 131 Governors Rd
- 5) Jim Chapin + Mary Nee 118 Governors Rd
- 6) Kathleen & Lawrence Dwyer 115 Governors Rd

7) Jerry & Jennifer O'Sullivan 112 Governor Rd
Jerry 5
Liam 1

8) Heather & Matt Bugin 108 Governors Rd

9) Kevin & Katy Cox 55 Governors Rd.

10) David & Kate Linn 84 Governors Road
Sean + Hannah
4y 5
Connor 2y
MEGGAN
6mos

11) Joe & Mary Ann 86 Governors Rd

12) Molly & Keith Phifer 76 Governors Rd. Mi Har. Ma 1 1/2 yr.
harris

13) Mary & Justin Sullivan 53 Governor Rd

14) Patrick & Kathryn Gancey 79 Governors Rd

15) Erin & Jake Fuller 124 Governors Rd

16) Andy & Margaret Coughlin 99 Governors Rd

17) Kristen & Luke Caporotto 127 Governors Rd

18) Jake & Erin 70 124 Governors Rd

- 19 Virginia M. Doyle 105 Governors Rd.
 - 20 Greg & Toni Hill 22 Governors Rd
 - 21 John & Ann Lambert 76 Governor Rd.
 - 22 Mary Stacey 75 Governors Rd.
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