



May 23, 2014

To: William Clark  
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Through: Bridget Myers, P.E.  
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RE: Design Process – First Community Meeting

## Overview

On May 19<sup>th</sup>, 2014, members of the Town of Milton's team for the East Milton Square Parking and Access Design project held a public information meeting to reintroduce the job to the Milton community and explain what design phase will entail. Conducted during 2010 and 2011, the East Milton Square Parking and Access Study analyzed transportation and parking issues in the Square working with the Town, community at-large and the business and citizen's advisory committee (BCAC). At a very high level, the recommendation of the Parking and Access Study was to close the portion of Adams Street over I-93, reallocate space on the landscaped deck over the highway to serve as both green space and a modest amount of additional parking, to improve wayfinding in East Milton Square, and to improve safety and operations for all modes of travel in the project area. Anyone who would like to read the in-depth report is welcome to do so at [www.eastmiltonsquarestudy.com/documents.html](http://www.eastmiltonsquarestudy.com/documents.html).

As noted above, the meeting summarized herein was chiefly concerned with reintroducing the project to the community. The goal of the current phase will be to take the concept design approved by the Town's Board of Selectmen and through the MassDOT design process create a set of construction documents which can be used to bid the project for construction in the goal fiscal year of 2015. This process will include the collection of new data for East Milton Square, largely already complete, the preparation of a Functional Design Report (FDR) for the selected design, a MassDOT 25% design public hearing and opportunities for public comment throughout the design period. The tenor of the meeting summarized herein was generally curious, but positive. It is currently anticipated that the project team will conduct another public information meeting in Milton in mid-to-late June to provide the community with an update on the advancing design.

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## Detailed Meeting Minutes<sup>1</sup>

C: Bill Clark (BC): Good evening. We have had a lot of requests for information about this project which is why we are here this evening. Tonight, we are here to discuss where we are, where we are going and how we are going to get there. We started with a Parking and Access Study that was given to the town and there has been a lot of different discussion about it. The study went through Selectman and the

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<sup>1</sup> Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.

Planning Board. We had the Chamber of Commerce involved, business advisory committee with 15 members and we are now trying to get to the next step. At the same time, the town has undertaken a master plan. We have our consultants here this evening because this is a component of our master plan. At this point I'm going to turn it over to Nate. Nate will introduce the team from Howard/Stein-Hudson and at the very end we will have question and answer period. Any and all input from you is greatly appreciated.

- C: Nathaniel Cabral-Curtis (NNC): Good evening everybody, I am Nate Curtis with Howard/Stein-Hudson. I was a member of the consulting team that did the work on the Parking and Access Study in 2010 and into 2011. Joining me this evening is Galen Allis who will be taking some notes for us and sitting in the audience towards the back is Tom Stokes, one of our principals. Before I start I am going to tell one very quick story which is why I have a warm spot for Milton and in particular, Bill. When I was last with you all in 2010-2011 I was purchasing my first home. I think Bill may have detected I had a certain amount of angst on my part going into that and Bill said to me, "look, it's just money; just write the checks, be calm, and you'll be okay." To his credit, it has been a wonderful house and I'm very happy there. It's really nice to be here in front of you tonight. I want to take you through this presentation and leave plenty of time for the question and answer session at the end.

Here is your agenda. We are going to walk through the project team and some background as to how we got to where we are today for those of you who are less familiar with the previous process. We'll look at the progress we've made with our current process, we'll look at some next steps and then as mentioned, we'll have some time for a question and answer session. This is your project area and I would imagine many of you are pretty familiar with it. Just to give you a sense, this is what we are considering the center of East Milton Square proper with the blue rectangle over it and the landscaped deck.<sup>2</sup> We have Adams Street running through on a diagonal and running north-to-south is I-93. Some of the inbound streets that we think about as we move forward with this process are Squantum Street, which we traveled on to get to the meeting tonight, Brook Road, Boulevard Street, where we spend some time for the Parking and Access Study and of course the square itself. When we did the Parking and Access Study we considered some of the broader areas around the square just to make sure we were capturing everything.

What do we know about East Milton Square? Generally speaking, we know that East Milton Square is a healthy place. It has retail, service businesses, office space and we know that the neighborhoods around here are in good condition. It is a stable, thriving residential neighborhood and a pleasant place to be. That said we also know that there are some issues and one of the things we learned in the Parking and Access Study is that I-93 bisects the square. It seems that there is a feeling that with the highway in the middle, the east side of the square and the west side of the square are really disconnected. Particularly when we did our parking study, we found out that people feel like they don't want to park on one side of the highway and walk back to the other side which really causes some problems in terms of having some parking which is always occupied while other spaces, relatively nearby are empty. Additionally we know that there is a concern over parking supply. Is there enough parking to support local business as much as we would like? Finally there is the issue of the landscaped deck. When we did the Parking and Access Study we spent some time observing the landscaped deck and we saw that it is not used for the purpose for which it was designed. We heard from a number of people, "I have kids but I can't let them run around there because it's bounded by traffic." Also for people working in the square, even when it is nice they don't want to hang out in the square because you have traffic underneath you and traffic surrounding you.

Just to give some credit where credit is due, BCAC stands for the Business and Citizen's Advisory Committee and I would like to recognize two members of that committee who I can see in the audience tonight Meryl Mannin and John Virgona. Thank you for being here, it's nice to see you both again. You both look just as nice as you did last time I saw you. I'm balder and worse looking since last time you saw me. We had numerous meetings with the BCAC, we did web surveys with both the BCAC and

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<sup>2</sup> For a copy of the presentation referred to, please see <http://www.eastmiltonsquarestudy.com/documents.html>.

downtown merchants and this was factored into the planning process. We had detailed parking turnover which I alluded to earlier, we had traffic counts, we've had numerous public meetings, we met with local officials twice, we had a crash and traffic analysis, and in our full report which you can access through the project website, we evaluated a number of options for East Milton Square of which this one here rose to the top. Just to orient everybody this is from the planning report. The shaded area you see here is Adams Street which was closed as part of the traffic pattern test and in this particular version it created some green space here. It buffered the edges of the new parking area with some vegetation, it kept the slip lane taking you over I-93 and bringing you onto Granite Avenue. The rest of the traffic would be routed around the southern end of the deck and turn right onto Adams Street.

Since then we've come to our new process which I've very inventively termed the East Milton Square Parking and Access Design Process. Just so people know, this is a continuation of the previous process. Our number one goal is to ensure the continued vibrancy of East Milton Square. It's a nice place, we want to keep it that way and we want to make sure that the people who live here go to it, enjoy it and really make the most of it. We would like to redevelop the landscaped deck and reclaim some of that space. We want to enhance bicycle and pedestrian amenities. Healthy transportation is a standard policy directed by MassDOT these days and we need to adhere to it. We really want all modes of transportation to operate effectively. We want to improve traffic operations and controls by modernizing the signals and make sure everything is working correctly from that perspective. One of the issues we found in the Parking and Access Study is that the way-finding is not great and not what it could be. People are hesitant to park on one side of the highway and walk back to the opposite side if they have to circulate for parking. People sometimes have difficulty recirculating for parking so improvements to way-finding are really due for some improvement. The bottom line is that we have to go from the concept that we have now to a buildable design. When I say a buildable design, what I mean by that is to have a set of design documents which can be given to a contractor to build this project. Right now we don't have that. We have concepts that people like but we do not have a set of design documents. We will be getting to that through the MassDOT design process which I will cover in greater detail as we move forward with the presentation.

A lot of you in town have seen these two plans on the screen behind me and this is the point at which we are starting. We have Plan A and Plan B. You can see how these are both a little bit different than the concept I showed you earlier. The key difference between Plan A and Plan B is that Plan A maintains the slip lane from Adams Street to Granite Avenue. Plan B does away with it. That's the chief difference between A and B and significant because without the slip lane, we can get a few more parking spaces. One of the big things we will be doing as we work through the next phase of this will be to determine whether or not the slip lane is needed. We know after talking with the town there is a concern about whether or not trucks will fit and how trucks will make it around the square.

What have we achieved so far? We've taken new, up-to-date traffic counts. We have a new detailed survey of the area, this was one of the things that took us sometime to do, as you know this winter was a bit snowy and we couldn't go out and do the survey with snow on the ground. We've done what we call a field check of the square. It's been a few years since we've had folks here in East Milton Square as routinely as we did in 2010-2011. We've done a full field check to understand everything that's out there. We've begun work on what we are calling the Function Design Report. You will hear the term FDR tossed around to refer to this. The FDR is an important part of the 25% design submission to MassDOT. We are now in the process of obtaining crash and development data from the town to understand what there will be in terms of new development in the area and historical crash sites so we can factor that into our thinking.

Now for some upcoming elements: we will analyze whether we have to keep the slip lane, whether it's a must or if we can squeeze a few more parking spaces in by getting rid of it. The Road Safety Audit (RSA) is a portion of the MassDOT design process. We will determine if one is needed and right now we are leaning towards the idea that it most likely will be. We will incorporate that if it needs to be there and then we will complete the FDR. We will make our 25% design submittal and then we will have the MassDOT 25% design public hearing. This will be a very official meeting. There will be a stenographer

and people from MassDOT that will come and conduct the hearing as part of the process. People who have been to 25% design public hearings before will recognize it as being an even more significant event than your usual public information session.

Now for the public involvement process: for those of you, who were here in the 2010-2011 process, this was something we took very seriously and we will continue to take very seriously. We'd like to hear from you, we want to incorporate your feedback and for those of you who have been through this process with me before, please send me an email and I will gladly write back to you. Of course if you are in town you can always stop by Town Hall and speak to Bill. Remember, we are available to hear from you through the website. Our goal is to advertise this project in the fiscal year of 2015. Along the way we have some MassDOT milestones to pass. We have the 25%, 75% and 100% design submittals. Of course you'll have chances to give your input to the project throughout this entire process. As we sketch this out there are a few things I want to talk through. Right now we pulled the survey together and we've taken the counts. We think that we will be able to come back to you in June sometime in the neighborhood of the 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>. When we come back to you, we would be able to share more information with you about what we are looking at with regard to a 25% design. That would then lead us to being able to submit our 25% design sometime in September. At that point, once we have submitted it, we are on MassDOT's timetable as to when they can review and set the hearing. We think we could possibly get that done by November of this year.

Here is the project website which has just been updated to talk about the new process and basically to show the things I have discussed tonight. It is [www.eastmiltonsquarestudy.com](http://www.eastmiltonsquarestudy.com), it's an easy one to remember. If you write to me, I will gladly sign you up for our email bursts. I hope everyone signed in this evening, that way we can alert you to upcoming meetings. You can of course contact me. I am going to leave this slide, showing my contact information, up during the question and answer period. One thing that I will let everybody know is that Howard/Stein-Hudson is getting ready to move offices in about a month. When that happens I will revise my contact information on the website and make sure that Bill has it. I'll even send out an email burst just so everyone knows how and where to get in touch with me. With that, I will turn it over to you for your question and answers.

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## **Question & Answers**

C: BC: I have a couple of things to say first. First off I forgot to introduce the rest of our Selectman, Tom Hurley and Kathleen Conlon are here tonight. Dennis Keohane is at another meeting. I wanted to touch on a couple other points of the project itself. As much as we consider this project just the deck area, this is a little more than just the deck. We are really looking at the surrounding streets and we are looking at the input from the surrounding streets. When Nate spoke earlier about the pedestrian and bicycle accommodations that will be put into this project, what we actually have are Federal requirements. Since this is Federal money, we have to put in bicycle and pedestrian components. We are going to try to coordinate all of the surrounding parking. One of the comments that came up in recent conversation was regarding the signal controllers. If you've been driving in the square in the last week and a half, you have probably noticed that there is something wrong with those lights. One of the wires down there crashed and we had to put in a new controller. The new controller was supposed to be in last Friday and if it's still not, it will be in at the beginning of this week. The lights have been messed up for the last few days and it's because that controller burnt out.

In order to stay up to date with what we have and to give us your comments if you can't make it to a meeting, check the website and leave your comments on that page. A lot of the requirements that Nate was talking about and that we will have to go back to MassDOT for are primarily components that are being driven by Federal Highway. Since we are using Federal funding to do the construction we have to comply with their rules and regulations. We want to get to the 25% design public hearing as soon as possible. We also want to get a lot of input for the town. Tom and I were talking about this at the

beginning and we were discussing the best way to achieve the construction documents by the 2015 construction season. We will be looking to hold another public meeting similar to this in the third week of June. That's all I have and now we'll take questions and comments from the audience.

- C: NCC: This presentation will migrate up to the website along with the meeting minutes as soon as they are compiled.
- C: Selectman Tom Hurley (TH): I just had a comment for Nate, in terms of the slip lane and getting additional parking spaces, for me I think it is a little bit more than that. I think that slip lane in some respects is dangerous and I suppose there could be some changes made to it but clearly where the crosswalk comes across, the awkwardness having to turn around to see the traffic coming from Granite Avenue is just simply dangerous. Secondly, during times of heavy traffic, it slows traffic down on Granite Avenue for people pulling out. In summary, I think it is much more than creating a few more parking spaces.
- A: NNC: Yes, that is definitely something we will take a look at. You mentioned the crosswalk there is considered awkward and difficult for people. This is actually the first time I have heard that there is an issue with traffic for people exiting onto Granite Avenue but I do recall hearing people say the crosswalk on the slip lane is something that they don't really like. Looking at the pedestrian accommodations is certainly something that we will be doing, it's something that we have to do and it is also something that our firm prides ourselves on doing. That's a good comment and I'm glad to hear it.
- Q: Cindy Christianson (CC): Cindy Christianson, town meeting member. I wanted to follow up on the slip lane. My understanding from the diagrams of all three layouts that you showed is that the slip lane and Squantum Street are the two main passages for big commuter traffic. If that's not there then the parking lot becomes a pass through. If I'm going north on Granite Avenue and wanted to be going south, what's going to stop me from cutting through the parking lot?
- A: NCC: In this plan, this is the one that takes the slip lane away. You can see how traffic is routed around the southern end of the deck. If you were on Adams Street and wanted to reverse direction and head back north again, you would go down along Bryant Street, turn onto Boulevard Street, cross the highway and go north along Granite Avenue.
- C: CC: I guess I was thinking the other way, for example if I was going north on Granite Avenue.
- Q: NCC: So you're saying if you were going north on Granite Avenue and wanted to go up to Squantum Street and then come down?
- Q: CC: Yeah, what is going to stop me from driving through the parking lot?
- C: TH: Nate, what I think Cindy is talking about is coming north on Granite Avenue and into the parking lot and coming out right by the number four on the map.
- A: NCC: Cutting through the parking lot isn't something we'd really want. Reversing direction by going up to Squantum Street would be available as it is today. Cutting through the parking lot won't necessarily be all that attractive to motorists. You're going to have cars waiting to park, vehicles exiting parking spaces, so it's not going to be quick or particularly attractive, but it will be something that we will keep in mind if you are concerned that it will happen. We can certainly take a look at it as we get deeper into this.
- Q: CC: I'm wondering what type of attention has been given to the fact that the kids that go to the elementary school west of the highway to the east of the highway often have to walk. Has there been special attention given in your report to this crossing?

- A: BC: If you look at the sidewalk that cuts right through the middle of the parking lot, that is it. Now you'll have large landing islands to get to. Do you see the island between the Shell Station and the Post Office?
- C: CC: Yes
- A: BC: You can cross there to get to the other side. All of the sidewalks line up on a straight line.
- C: CC: Thank you
- Q: John Virgona (JV): I'm John Virgona from 580 Adams Street. In the evolution of the plans and community input, I'm wondering if schemes A and B with the plantings is where the design is going now or if there still discussion going on for more parking?
- A: NCC: As I understand it and Bill, correct me if I'm wrong because we haven't been party to all of the Town's discussions since 2010-2011, but as we understand it, it's either Plan A or Plan B that are under consideration. It depends on how the slip lane works out particularly with regard to getting an 18-wheel truck around the southern end of the deck and it possibly encroaching into lanes beyond its own. If we can make it so the trucks can stay in their lanes, then we can do away with the slip lane. That is the issue we are at now. If we have to go and look at some type of pedestrian change at the slip lane, we will and that is why we have the traffic engineers on the team.
- C: JV: I guess what strikes me is talking about the existing park and its low utilization. It seems we have a large amount of square footage still going to attract a low utilization. I understand that sometimes there will be community events there but it just seems that the space to the left could be reduced to about half. I'm just wondering if there is still some input to making adjustments to the final decisions.
- A: BC: As we move forward with the construction documents, because this is a park and in the past we have said that we want to retain the park, I'm not sure how much we can take from it. It's going to be a point of functionality and how much space we need in the parking lot itself on top of how much we can keep to make a functional area.
- A: NCC: One thing that is a bit different and Bill and I were just chatting about this the other day is that the park doesn't lend itself as an enjoyable pass through. Right now you have to weave your way through it which leads to a low utilization. One of the things you see here is that one of the primary pedestrian corridors through the area comes along one edge of this remaining green space. You may see a different utilization pattern with a different pedestrian pattern and again this all relates back to improving pedestrian conditions. In some of the early action steps we discussed how do we improve way-finding, how do we make it feel more intuitive for pedestrians getting around here, do people feel more comfortable getting out of their car and making their way through the full square and not just doing the thing where you park in front of the building and get your coffee. We want people to circulate through the area on foot and visit those businesses in the area.
- C: Paul Hogan (PH): I'm Paul Hogan and I will be speaking on the behalf of the Chamber of Commerce. First off the Chamber welcomes you here and this project. As we have said in the past, the Chamber prefers Plan B and one of the things about Plan B is that it provides more parking but it also provides more park space as well. The other function about the plan is that you get that straight sidewalk right through the middle that lines up perfectly. It doesn't line up as perfectly on Plan A. Someone had an idea and I'm not sure if it was ever considered but over on the left side of Boulevard Street there is a small sidewalk that could be eliminated to give more turning space because now you have that large sidewalk going up the left side of the park. One of the thoughts was that you could actually squeeze some more turning space that way. We at the Chamber of Commerce like Plan B.
- C: NCC: Thank you for your welcome, we really appreciate that. One of the things that we have been talking about is the Healthy Transportation Policy Directive (HTPD) from MassDOT. That said MassDOT

would probably not support us in the idea of taking a sidewalk out, they would probably be looking for us to have more sidewalks not less. It is something we could consider but I think removing pedestrian amenities is not necessarily a direction we would push and they would want to see us go. I'm not saying no, but it's not necessarily the direction the transportation university is going these days. Thank you, we will take a look at it.

Q: Debra Alewood Falconi (DF): I'm Debra Alewood Falconi. I just have a quick question. If you're getting off the highway on Granite Avenue, why can't you take a left onto Boulevard so you don't have to go all the way through the square and hit six sets of lights? People want to go up to Boulevard to Edge Hill Road, why can't you take a left?

A: NCC: When we were working with BCAC and the community in 2010-2011 one of the things that there was a lot of concern about was protecting the residential roads from cut through traffic. One of the things we were concerned about was if we were to start rerouting traffic back up this way, it gets residential very quickly up there so the idea was to try to circulate traffic back out of those areas.

C: DF: It just seems silly because you still have to get up there, you're going to create more traffic in order to get onto Granite Avenue, go around and come back up here.

C: BC: I know we've looked at it and I know it has to do with the circulation. I know it is going to change the flow of traffic there because now you would only have one lane of traffic coming out of there.

Q: DF: How is the traffic going to get better coming off the highway?

A: BC: It becomes one of those things because if we had three lanes of traffic we could do that but because we have two lanes we can't. You've got two lanes coming off of Boulevard Avenue and it isn't wide enough. I know that the traffic commissioner has discussed it. It may be one of those things that as the slip lane is looked at more we will also have to look at pushing the other lane away. This is something we will definitely look at further.

Q: Paul Traverse (PT): I'm Paul Traverse, a resident of Milton and my office is also near Adams Street. Is there any thought between the Post Office and the Shell Station to create additional parking? Right now there are six to eight spots.

A: BC: What you're talking about would actually help the Library and the Post Office. We have talked about it but we have never made anything concrete about it. I think it's an issue for the traffic commission maybe not necessarily for this study but it is something that the traffic commission needs to spend more time with.

Q: PT: Has there also been any thought about service zone parking?

A: BC: Again, we haven't even thought about that. I don't believe that the intent is to put service zone parking in the parking lot.

Q: PT: What about the service zone parking at the Post Office?

A: BC: That would need to be addressed by the traffic commission.

Q: John Spatola (JS): I know that most of the focus has been on the parking issues, I would like to hear more about the traffic situation, particularly coming off the expressway and heading through the square. I haven't heard much about the improvement of traffic through the square. Also if you take out the slip lane, then you are forcing all of the traffic that uses the slip lane onto Boulevard Street. It's sort of a disaster trying to get through the square, people avoid the square as much as they can. If there is anything to improve the traffic that has come out of your studies I would like to hear more about that rather than the parking.

- A: NCC: I just spoke with one of our traffic people and there is an article we have from when the test closure of Adams Street was done. The newspaper had deemed it a success but we also had some emails saying it was congested and tough driving. One of the things in the planning study that we looked at was the closure of Adams Street, plus changes to the signals, plus changes to the physical geometry including curb lines around the park. The test that you have now is about a third of the way through all of the changes. The geometric changes will help with the traffic as will the signal changes. An issue that is more of a town issue is the long light at the exit off the highway in part because the town doesn't want it to be attractive for people to cut off the highway when it's congested and go through the town to get to Dorchester and Boston. Bill, would you say anything further on that?
- C: BC: That's true in the morning but not necessarily true for the afternoon. We have counts that show the circulation in the area gets better except for that light and this is because of the volume that comes in that way. One of the long term proposals or recommendations for this study is to look at replacing the missing exit 10 off the highway which puts an off ramp down Granite Avenue that would bring the cars that would normally cut through the square. There are a lot more people that could come in that way without having to sit through all those light cycles. Part of this problem is that we are getting people who are trying to beat the highway in the morning. To go back to Nate's comment, yes, the lights in the morning are timed that way but the lights for the rest of the day are not. At 3:00PM to 5:00PM it is sheer volume that is coming through that way. People use the Quincy streets to cut through which causes everyone to get pushed onto Granite Avenue. Quincy has to fix their problem but instead, they are giving it right back to us. This study wasn't to take and look at cut through traffic but it is an issue when you get backed up on Granite Avenue, we know people start looking at Governors Road as a cut through. People are doing it in the morning and we know they are doing it in the afternoon. Unfortunately we know where most of those cars are coming from and they are coming from here, Milton. We have run the plates and we know they are Milton cars who are making these moves. You may find that they are coming off of I-95 and going up Route 138. I think one of the worst locations would be on the corner of Squantum Street and Granite Avenue. That corner is crazy; it backs up as a single line all the way to the highway.
- C: John Spatola (JS): I do notice in the afternoon, the people coming off the highway are forced to cut through the square because the road is a one way street; particularly between 4:00PM and 7:00PM.
- C: BC: We've had these discussions at the traffic commission and that is where they conversations will have to go. The square circulation pattern is one thing and the Parking and Access Study is another issue. Your issue with Granite Avenue is a traffic commission issue and we are going to come to a solution through the Parking and Access Study. We were asked to place the "Do not Enter Sign" at Reservation Road.
- C: NCC: The one thing that I would also like to note is that as we do this part of the Planning Study and get into the next phase of this, when we did the initial Parking and Access Study we had some runs of the software to see how thing would function with these changes. It does get a bit better with the exception of the off-ramp approach. We are going to redo that piece in more detail as we go to the 25% design. As Bill said, there is only so much that can be done in this particular area but we are certainly aware of it.
- Q: NNG: Nate, could you please talk about some of the bicycle and pedestrian things you're looking at?
- A: NCC: The healthy transportation policy directive means that we will be required to look at all modes of transportation through this area including bicycles and pedestrians. All of the crosswalks and islands that Bill mentioned serve to bring people to and from this area will be fully ADA compliant. Crosswalks will be rendered more visible. In terms of the bicycle component, we are not exactly sure what that will look like yet. Certainly there will be some sort of bicycle accommodations whether that is a bicycle lane or bicycle sharrows. Right now we are not exactly sure what that will be but when we come back to you

in late June we will have something to show you. As Lee Toma, who I see waving at me from the last row, and others have made it clear to us, this is something that we will need to address.

C: BC: You're looking at a conceptual picture drawn by an architect that is very schematic. The next set of plans will be drawn by traffic engineers. If you look at this one close enough you can see in blue that there are bicycle lanes. This was done by a traffic engineer. There are some pieces that will be tweaked by Howard/Stein-Hudson's engineers.

Q: Joe Carron (JC): Joe Carron, I am a resident of Milton. Can you please put up scheme B? I'm curious because we are talking about making this space pedestrian friendly and I know you said you still have to have a traffic engineer finalize this but looking at this I'm a little confused as to where the traffic lights would go. Are you proposing to remove the traffic light at Boulevard Street and move it over to Edge Hill Road? Would you be removing the crosswalk that is currently on the corner of the Post Office?

A: BC: The light that is right here must be moved back. We may have to put another light in here but I am not sure, that would be something that would have to go back to the engineers. This crossing here already has a pedestrian crossing light.

Q: JC: I wanted to comment on the crosswalk on Boulevard Avenue to the area we just talked about and said that we can't take the sidewalk away. Why is there no crosswalk over there?

A: BC: This plan here would force someone to walk into the parking area. This one doesn't have it. They would expect you to walk through here.

Q: JC: If I'm coming down Boulevard Street where the crosswalk is now. You're saying there will be no crosswalk there any longer?

A: BC: You would be going here to here to access the parking lot.

Q: JC: So you are removing some of the pedestrian space?

A: BC: This was an early plan. This plan will turn into a more detailed plan and remember this was done by an architect. Architects don't design roads however this architect came up with a plan that we liked and we would like to further extend with the help of traffic engineers.

C: JC: When I come back, I'm going to be looking for a crosswalk where I'm pointing to. This isn't really for this meeting but I know you just mentioned exit 10 and I was present for some of the meeting surround this topic. In all of the conversations about what might happen with the MassDOT truck yard, I've never heard anyone talk about putting an exit in there.

A: BC: It's not part of this project.

C: JC: I live on Grafton Avenue and I know you and I have talked about the traffic issues on State Street and Grafton Avenue. I wanted to say that removing the parking signs on Bryant Avenue a few years ago made a tremendous difference on Grafton Avenue and State Street and I think it's very important for people to understand especially on State Street that the people who live there put up with a tremendous amount of cut through traffic.

Q: CC: I'm wondering how long a project like this takes once the approved funding is there. I've talked with a lot of families and parents who live east of the highway about the torture in getting their kids to school. I'm wondering, how much extra torture will there be while this project is under construction?

A: NCC: I think that we would have a better idea after the 25% design. Typically construction staging is something that is discussed after the 25% design. One of the things that Howard/Stein-Hudson specializes in is construction management; we have an entire unit of our company dedicated to that to

make sure we get through construction processes as painlessly as possible. I would rather give you good information later than give you an answer tonight that may change in the future.

Q: CC: I was just asking for a guess. I have no feel for this, is it a year, two years?

A: NCC: Some of those things depend on weather.

C: Tom Stokes (TS): I'm Tom Stokes, principle at Howard/Stein-Hudson. A project of this size and the relating timeline would really depend on when the project gets advertised. If the project is advertised with a contractor on board ready to go, a project of this size could be completed in one construction season.

C: BC: Two of the big pieces here are one; the town was looking for money for the design and engineering last year. We were extremely lucky in getting MassDOT to pay for this design and engineering. MassDOT controls the project and we keep adding comments to the project. Howard/Stein-Hudson works for MassDOT and we are making comments for this. The construction money is 1 million dollars of federal money in an earmark for construction only. That construction money cannot be used to do any of the design or engineering. We've been trying to speed up the process, in the beginning of the presentation there were some slides showing snow. Howard/Stein-Hudson attempted to go out and do some of the data collecting in these conditions and we've really been pushing them to speed it up and get to the next public meeting in the third week of June. I will go back to the traffic commission which is meeting later this week and I'll bring up the comments about the cut through traffic and circulation issues.

C: TS: The quicker those kinds of issues get resolved, the quicker the 25% design is going to be established and created. The next few weeks will be very important. We will eventually hold a public hearing sometime in November. It's very important to get everybody together including MassDOT so we are all on the same page and we can go through and review the documents and get it done as easily as possible.

Q: NNG: Can I ask a question without going on television? My question is, if you're going down Granite Avenue on Plan B and taking a left into the parking lot, what happens to the traffic behind you. The same for when you're exiting Bryant Avenue, how will you get out of there?

A: BC: If you're coming up here and decide to park here, just like any other parking lot, you'll have to time it so you come out here. You'll be taking a left.

Q: NNG: Well that's what I'm asking; will there be lights to accommodate that turn?

A: NCC: There will be traffic lights and the idea would be to provide you will some signals that would allow some gaps to let you out. This way you're not forced to dive out there and take your chances.

C: NNG: My concern is going down Granite Avenue and taking the left. People behind you would have to stop and I'm concerned about rear end crashes.

A: NCC: There's only so much speed one can get up to between here and there. You're moving with the flow of traffic, you may have to slow down a bit but you have time to begin slowing down which gives other people time to see what you're doing and then you will make the turn. "Use Yah Blinkah" as the signs on the Turnpike said last week.

Q: NNG: One more question. If I'm parked in the lot and I want to come across to use the gym, how do I get across the street?

A: BC: The plan is to have this movement made through the sidewalk in the middle of the park where there will be a pedestrian button.

- C: NNG: I've seen cars blow right through the pedestrian light.
- C: BC: What happens when the cars don't stop at a light is not unfortunately so much an issue for us but more of an enforcement issue that the town has to deal with and the police department. I know one of the big things out of this study was the idea of enforcement, enforcement, enforcement. I know it's something that we deal with all the time at the traffic commission and a lot of the issues come back to enforcement.
- C: Meryl Mannin (MM): Just a comment, Newton Center has a very similar plan, it enters onto two major streets and it works very well.
- A: NCC: Something I would like to add about Newton and we are trying to push for here is a better sense of place. We hope that will the increased accommodations and improvements people realize where they are and begin to develop habits of slowing down and an increase of awareness.
- Q: Todus Greg (TG): Hi I'm Todus Greg. It appears that the crosswalk has seemed to disappear in front of the Brueggers? I was just wondering is that gone.
- A: BC: It's not on this plan. I'm not sure.
- Q: TG: Where and when will that be discussed?
- A: NCC: That will be discussed prior to the 25% design.
- C: TG: It's just strange because it looks like it's gone.
- C: Paul Maduri (PM): Just a comment, it is on the plan, it's just not being shown on that plan. It was never meant to be taken out.
- Q: Kate Reagan (KR): Kate Reagan, I live on Garden Street. Could you please go back to Plans A and B? In Plan A, the biggest problem in the square is the parking that lines up to the Shell. In Plan B, you would have a little less green space but you would be able to have a few more parking spaces but also this may allow you to have slanted parking spaces in front of the Post Office. Someone made a comment about children crossing. With this concept children and pedestrians would only have to cross with traffic moving in one direction.
- Q: Dick Burke (DB): Dick Burke, Pleasant Street. I have a question about the parking lot. How many spots are going to be incorporated into the lot and is there a consensus that the parking lot will reach the needs for parking in the square?
- A: BC: Plan B has 40 parking spots; Plan A has 32 parking spots.
- Q: DB: Is that going to be enough?
- A: NCC: During the parking and access study, we looked at doing some pretty intense, more urban things like creating structured parking including an elevated deck near the Milton Marketplace. For the most part, people were not interested in these heavier approaches to creating more parking and so we didn't want to push the dial too far toward big structured parking or making a truly large increase in the supply of parking. One of the other pieces in this is the turnover study we conducting which proved that people park for a long time with no turnover which goes back to the enforcement part of things. Way finding is really a part of this too.
- Q: DB: Let me go back to my initial question. How many parking spaces do we need? Have you determined that?

- A: BC: We have sufficient parking in the square if you don't have to park directly in front of your destination. If you want to park in front of the door of the establishment you want to go to we don't have enough parking and you probably won't ever have enough. The idea of putting parking out here is that hopefully some people will walk. We do have parking that is available further down the street. We need to address the service zone parking and take the people who do have service zone parking and make sure they are not parked in the parking lot. Is 32 spaces enough? Probably not enough but it's what we have through this project under the goals established by the parking and access study. If we can develop something like this, it can make the units in the square a bit more established. This may be changing some of the retail to something more on the high end side of things. The parking and access study suggested creating some mixed use developments. If we do create those, the owners would need to provide some parking for their buildings. This is all part of the bigger picture and the next steps. If we can grow the project and see improvements in the area, it's going to be a combined effort with us and the landlords to provide more spaces for parking.
- C: NCC: This also relates back to the need of bicycle and pedestrian improvements. One of MassDOT's goals is to shift the mode of transportation to see people drive less and use non-motorized transportation more. It is important to make it more attractive to leave your car at home and if you need to drive, provide enough parking to do so.
- Q: DB: Has anyone looked at the area behind the library for potential parking and putting meters there to pay for the construction of a parking lot?
- A: NCC: In the planning report, we looked at two or three sites to acquire space for additional parking. We also looked at parking meters but no one wanted them. We did note that meters would help the issue of extended parking and increase turnover.
- A: BC: The library is in a residential zone which means it is zoned for residential use only. When we go back and look at the recommendations that came out of the study it was to look at other areas that may be converted into mix use. We didn't look behind the East Milton library only because it is a residential area. We wanted to make sure we looked at everything and nothing got left untouched. We did look at different properties and one of the things we heard from the community was do not put the parking in the residential district.
- Q: DB: So that idea has been shelved?
- A: BC: I'm not sure. There has been a discussion of meters in this study. There was a presentation to the selectman on meters and no decision was made. I know the Chamber of Commerce doesn't like the idea of meters but that was just their vote. The selectman listen to what the issues are and then try to conduct what the possible solutions could be. The reality of the situation is that it is far from being a yes or no answer.
- C: Kathleen Conlon (KC): Does anyone else have any further questions? Nate has offered to stay and answer any questions you may have. Thank you all very much for coming. The next meeting will be in the third week of June. Please send any questions or comments to Bill.
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## **Next Steps**

At this point, Howard/Stein-Hudson will work with MassDOT and the Town of Milton to begin advancing a 25% design for submittal and ultimately a 25% design public hearing. A public information meeting to obtain community input on the 25% design as it develops will be held in mid-June of 2014.

## Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Kathleen	Albert	Milton resident
Bill	Bulger	Milton resident
Dick	Burke	Milton resident
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Cindy	Christianson	Milton resident
Bill	Clark	Town of Milton
Kathleen	Conlon	Milton Board of Selectmen
Jess	Constantino	Milton resident
John	Cronin	Milton resident
Pat	Desmond	<i>Milton Times</i>
Arthur	Doyle	Milton resident
Jane	Driscoll	Milton resident
Mary	Fahey	Milton resident
Deb	Falconi	Milton resident
Paul	Hogan	Milton Chamber of Commerce
Tom	Hurley	Milton Board of Selectmen
Jeanne	Jehmidt	Milton resident
Fred	Kibble	Milton resident
Paul	Maduri	Fitness Unlimited
Meryl	Mannin	Grono and Christie Jeweler
Harriet	Manning	Milton resident
Jeff	Maxtutis	AECOM
Jean	Mullen	Milton resident
Daphine	Politis	AECOM
Jeanne	Schmidt	Milton resident
Bob	Sheffield	Milton resident
John	Spatola	Milton resident
Jane	Spatola	Milton resident
Tom	Stokes	Howard/Stein-Hudson
Bob	Sweeney	Milton resident
Lee	Toma	Milton resident
Paul	Traverse	Milton resident
John	Virgona	Milton resident