



August 27, 2014

To: Bill Clark
Director of Planning and Community Development
Town of Milton

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

RE: **Town of Milton**
East Milton Square Parking & Access Design Project
Pre-25% Design Hearing
Meeting Notes of August 7, 2014

Overview

On August 7, 2014 the project team for the East Milton Square Parking & Access Design Project held a public information meeting at the Milton Council on Aging. The purpose of this meeting was to provide residents, local business owners, and other abutting stakeholders with an update and opportunity to offer input on the advancing design for East Milton Square prior to the scheduling of a MassDOT 25% design public hearing for the project. In contrast to a kick-off meeting held in May which served to reacquaint the community with the project as it began the current phase, at this session, the project team was able to bring audience members a more advanced design with answers to concerns regarding traffic operations and how the proposed parking lot will interact with the abutting roadways. One major element addressed in the meeting summarized herein was the disposition of the slip lane which carries traffic from Adams Street eastbound to Granite Avenue northbound. Based on the traffic analysis conducted for the 25% design's Functional Design Report (FDR) the slip lane must be retained to ensure adequate traffic operations in East Milton Square. This, however, slightly lowers the number of parking spaces that are made available by the proposed design. Nonetheless, the analysis conducted by the Town's consultant team indicates that in balancing traffic operations versus creating a handful of parking spaces, avoiding congestion and potentially unsafe operation of larger vehicles is paramount.

The tone of the meeting summarized herein was largely positive with the majority of audience members in favor of the project team's decision in keeping the slip lane. During the question and answer period, a few audience members suggested that the new parking area located in the center of East Milton Square will function as a cut through for vehicles attempting to maneuver the Square in a shorter period of time. The project team's traffic engineer explained that the major issue of traffic congestion is a result from the outdated and inadequate signals that currently exist around the Square today and by updating the system traffic congestion will be reduced. An additional concern that was raised during the meeting addressed the ability of the deck structure to hold the proposed parking area and the weight of the vehicles assumed to park there. The project team and the Town of Milton's Director of Planning explained that the deck had been tested and that the consultant firm Gill Engineering, specializing in structural and bridge engineering, was brought onto the project team to specifically address the concern of deck structure. These elements will be addressed again, along with other design details, as part of the upcoming public hearing.

Detailed Meeting Minutes¹

Opening Remarks

C: Bill Clark (BC): Good evening, I'm Bill Clark, director of planning in Milton. This is a pre-25% design meeting for the East Milton Square Parking and Access Project. We've had several public meeting, we have a project website, and we have all kinds of information that it out there for the public to review. At the table with me tonight is the team from Howard/Stein-Hudson including Nick Gross, Nathaniel Cabral-Curtis, Alex Siu, and Bridget Myers. This is the pre-25% design meeting and the next meeting will be the official 25% design public hearing which will be run by MassDOT. The Town of Milton will provide them with a venue, an audience, and MassDOT will run the meeting. Between questions that come back to Howard/Stein-Hudson and questions that come back to the Town, it will all be delivered to MassDOT and they will sift through it and give it back to us. With us tonight we have Board of Selectmen member (BOS) Kathleen Conlon, Town Administrator Annemarie Fagan, Department of Public Works (DPW) director Joe Lynch, Town Engineer John Thompson, and Edward Duffy from the Planning Board. In the audience we have people from the chamber of commerce who have participated from the beginning. We've tried to keep this process very public, we want to have lots of comments, and I know that Nate has comments coming in daily. We've had articles in the newspaper and I think we've have a pretty thorough process. We've answered all questions to-date and with that I'm going to hand it over right to Nate.

Presentation

C: Nathaniel Cabral-Curtis (NCC): Good evening everybody, it's nice to be back in Milton. This project has a very special place in my heart, I first worked down here in 2010 and into 2011 when I was in my first few years with Howard/Stein-Hudson and it's really nice to be back here full circle doing the design phase now that I'm a little further along. Joining me tonight is Nick Gross from the public involvement group, he will help document the meeting. Moving left is Alex Siu from our traffic group and at the far end is Bridget Myers from our engineering group who will be covering the engineering details. I want to dive right into the presentation this evening. Some of this may be familiar to those who have been through this with me before. We've covered the project team, next I'll discuss the project area, we'll then get to where we are in our process today, we'll show you our proposed design, we'll talk about next steps, and then we'll turn it over to you for questions and answers.

Here is the project team. At the top you have the Town of Milton. The Town's role is to provide leadership, oversight, and will eventually be responsible for advertising the design. MassDOT is another important oversight member; we've coordinated with them heavily over the course of the past few weeks and months. Howard/Stein-Hudson is the prime consultant for the project; we are the liaison between the Town, MassDOT, and the rest of the consulting team. We've been working on the traffic, we've prepared the Functional Design Report (FDR), we will create the design packages to submit to MassDOT and we lead the public involvement effort. Another member of the project team is Gill Engineering. Gill is really the structural expertise when it comes to how much the deck can hold and how it can be reconfigured. A Plus is our surveying group: they have been out and have returned a very strong, detailed survey to us. The last part of the project team is Eplison who serves as our environmental specialist.

In terms of the project area, most of you are familiar with this but just to give you a sense of where we are the blue square in the middle is the center of East Milton Square and the focal point of everything we're doing tonight. I should note that as we've looked at this we've taken into account what's going on out on the streets outside of the immediate project area. Just to orientate you some more, Adam Street is shown here running east-west and I-93 is shown here running north-south. In terms of project goals

¹ 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.

and why this project is happening, the chief reason is that East Milton Square is a very nice place and we want to ensure that it stays vibrant. Our goals are to redevelop the landscaped deck, enhance the bicycle and pedestrian amenities, we want to improve traffic operations and controls, we want to improve way-finding, and we want to advance the concepts that you saw at our last meeting to a buildable design. In order to give you a sense of where we are in our process, back in 2011 we had a planning study with the Town. Now in 2014 our current phase is design, we're really going from concept to a buildable package. In order to do that we've collected new data, there's been work on the FDR, we've had substantial design work, and we've also coordinated with MassDOT to make sure they understand how this is progressing and what's taking place.

Tonight we are going to share with you a pre-25% design and give you a chance to give us your input on it before we submit the design package to MassDOT. We'll answer your questions to the best of our abilities and we will also take any comments you have for us. In advance of that I want to talk about what we are going to address tonight, what will come later in the process, and the types of things that are outside of the project scope. Tonight we'll discuss the slip-lane; I know that was a big issue at the last meeting. We understand that people are concerned about cut through traffic in the parking lot. We'll show you the bicycle and pedestrian improvements and we'll also talk about how traffic functions under various configurations. I had a little girl email me yesterday about putting an ice rink on the square, I've had people email me about tree types and I've had people email me about water features. These are the types of items that would come once we get through the 25% design and more likely to be address in the 75% design stage. Things that are outside of the project scope that we have heard about include changing the exits on I-93, changing the street directions around the square, traffic enforcement, and changes in zoning. These are all issues that should be brought up with the Town. With that, I'm going to hand it over to Bridget who is going to talk to you about some data collection. Thank you.

- C: Bridget Myers (BM): Good evening, I'm Bridget Myers and I'm with the roadway design group at Howard/Stein-Hudson. I'm here tonight to give you an update on what we have done so far. We've conducted digital traffic counts this year in January and February. We are designing this project based on the traffic projections for 2034 and I should note that this is technically a bridge project because we are on the deck. That is why the traffic projections have a 20 year horizon. We are using the standard traffic increase rate of 1% growth per year. We had our survey done in March and have been using it to advance our design. We recently did a site walk with the Town and MassDOT on June 30 in order to see some of the issues in person and to make sure we understand them so we can take them into account with our design. Now that we have the survey we can lay out what the design will look like. Just so you are orientated north is this direction, Granite Avenue is shown here, Adam Street is shown here, and Bryant Street is shown here. This alternative keeps the slip lane. As you can see its radius has been tightened to ensure that vehicles decrease their speed in order create a safer pedestrian area. With this alternative we've added about 35 parking spaces to the square. The second alternative is very similar to the first, but does not have a slip lane. With the second alternative we gained a little bit more room for parking with 43 parking spaces. Alex Siu is now going to come up to talk a bit more about the traffic operations.
- C: Good evening. I'm Alex Siu I'm the traffic engineer at Howard/Stein-Hudson. In order to determine if it was feasible or not to remove the slip lane we had to do some analysis of what the impacts would be with traffic being rerouted around the square. To give you an idea of the operations today you can see on the screen that traffic operations are graded based on a letter system from A through F and the Level of Service (LOS) is based on average delay. You can see to the right of your screen A through C is generally very good, a D is acceptable for most urban area, an E is generally what is seen in urban areas, and an F represents bad operations.

Currently the operations are pretty good around the square with the exception of the intersection of Granite Avenue at Boulevard Street and as most of you know this is where I-93 exit intersects with the square. Moving forward to the future conditions, Bridget mentioned that we are designing for the year 2034 and this is because of the bridge deck. We want to make sure the bridge will not have to be replaced because traffic conditions have deteriorated. On the left of your screen you'll see the future

conditions with the slip lane intact and for the most part it is very good. During the PM the LOS at Boulevard Street and Bryant Avenue receives an LOS level E which is not terrible but not great. Operations improve slightly in the AM peak period for Adam Street at Granite Avenue.

You can see in the future conditions without the slip lane operations worsen much more. With that lane removed, there ends up being about 200 vehicles per hour being rerouted around the square. The vehicles would be going down Adams Street and taking a right onto Bryant Avenue, a left on Boulevard Street, and another left onto Granite Avenue. This resulted in the intersection of Granite Avenue and Adams Street receiving a very poor LOS. Another thing we wanted to look at in addition to the delays at each intersection was what the queuing was going to look like. When we looked at the square we realized one of the shortest blocks was between Granite Avenue and Bryant Avenue on Boulevard Street. We wanted to make sure that if we're making changes to operations that we're not queuing vehicles back through the Square and choking the entire network. On the left you'll see future conditions with the slip lane and the blue numbers represent your average queue length. During the AM and PM peak hours your queue length will be less than those numbers. The purple numbers show your 95th percentile queue lengths. This means 95% of the time queue lengths will be shorter than these purple lines shown. Without the slip lane the queues extend significantly and as you can see during the 95th percentile the queues extend past the post office on Adams Street. Now I'm going to turn it back over to Bridget.

- C: BM: Regarding the slip ramp and the discussion of traffic impacts another item we had to look into were trucks and making sure they could make the turns around the square. We looked at WB50 which if you don't know is the standard tractor-trailer that you might see making a delivery to Stop and Shop. The red shaded area is the WB50 taking a left onto Boulevard Street and another left onto Granite Avenue. As you can see it's pretty much taking up all three lanes on Boulevard Street so we can't propose a design that makes it so a truck has to encroach on all three lanes. We analyzed both of the alternative designs and I'm happy to announce that the design we will be advancing is the alternative that keeps the slip lane.

Now that we've talked a lot about the slip lane and traffic we can move onto the bicycle and pedestrian accommodations. MassDOT has recently announced their Healthy Transportation Initiative (HTI) which requires all MassDOT projects to incorporate bicycle and pedestrian accommodations including sidewalks on both sides of the street and incorporating bicycle lanes and shared-use lanes where ever feasible. On this slide the green is what we are proposing for bicycle lanes. These will be striped somewhere between 5-6 feet in width with the bicycle symbol. Through the middle of the square we are proposing a Shared-Use Path (SUP) with the intent to create a better situation for bicycles coming down Adam Street instead of having to go all the way around the square. It will also allow for an easier crossing over Bryant Avenue and Granite Avenue. The SUP will be at sidewalk level and will be about 10-12 feet in width. We will also be incorporating all new ADA compliant sidewalks and ramps. We are also looking to improve pedestrian conditions by reducing the distance needed to cross the street with curb bump outs where possible. As a conclusion of the traffic signals we are updating all the signals in the and around the Square to have vehicle detection features, pedestrian countdowns, and APS push buttons which make the chirping noises and tell you where to cross the street. Shown behind me is a graphical representation of the Square today. This perspective is looking northeast from Adam Street and looking through the Square. The next perspective is from Bryant Street from the gas station and is looking at Granite Avenue. We did these renderings so we could show you these perspectives of future conditions and what it may look like comparing before and after images. At this point I'm going to hand it back over to Nate.

- C: NCC: Thank you Bridget and thank you Alex. Before we wrap up I wanted to explain what we have coming up next. As Bill mentioned the next step is the MassDOT 25% design hearing. For those of you not familiar with the project everything from the planning process, the kick off meeting in May, and eventually this presentation will be posted on the project website: <http://www.eastmiltonsquarestudy.com>. My contact information is on the project website and if you have any questions you can email me and I will get you an answer. Another option if you have an immediate question is to stop in at the Town Hall and talk to Bill.

In terms of the time frame we are still looking to advertise for construction in fiscal year 2015. Assuming there are no surprises, the 25% design submittal to MassDOT will be late summer, early fall of this year. MassDOT will likely hold the 25% design public hearing late fall or early winter. Following that, there will be 75% design submittals and eventually a 100% design submittal. As we are getting into the 25% design process I want to give you a sense of what we know now and what we'll know later. In terms of right now, what you've seen this evening is an overall design. We know roughly where the curbs are, we know roughly where the lanes are, we know where the signals will be and generally the signal timings are pinned down. Typically when we have these thorough processes as the Town of Milton has had, the 25% design public hearing doesn't feel very different from other interactions like this one. The 25% design public hearing will be very similar but it will also be one step up from this. There will be a stenographer and it will run by a MassDOT person instead of Bill or me. Once you get past the 25% design you get into even more detail. The signal timings will continue to improve, there will be pedestrian and bicycle treatments, people who have written in about what they'd like to see for types of tree will have their thoughts incorporated, and a lot of times there's a 75% public information meeting to present that higher level of detail.

At this point I am going to open the conversation up to our question and answer session. Are there any elected officials in the room who would like to start?

Question & Answer Session

- Q: Edward Duffy (ED): My name's Ed Duffy, I'm a member of the Milton Planning Board and I think I live closer to this area than anybody. I'd like to know who the members of the town committee are, their affiliation to the square and why they were selected to be on the committee?
- C: NCC: Are you referencing the Business and Citizens' Advisory Council (BCAC) that did the planning study in 2010-2011?
- C: ED: I don't know, was there a town committee then for this project?
- A: NCC: There is not a committee like the BCAC for this phase of the project.
- A: BC: There is no town committee right now, there was for the initial study that was funded by the Federal money we had. There was representation from people who lived in the Square and in that precinct there were x-amount of Town meeting members, there were members from the Chamber of Commerce, and there were members that were appointed by the planning board and the BOS. I think we had it pretty well covered.
- C: NCC: That list is available on the project website and you can also take a look at the study on there as well. There is a list of everyone who participated.
- Q: ED: Are there affiliations listed too?
- A: NCC: Yes
- C: ED: I want to give you some ideas. I've been down to the Square 3 or 4 times already today and I bicycle through the Square everyday. I want to say that I'm more impressed with the direction of this project tonight than I was formerly. In my opinion the slip lane is essential. I'm not sold on it yet but I am impressed with your presentation tonight and I think we're getting somewhere. Thank you.
- C: NCC: Thank you.
- Q: Jean Wilson (JW): I'm Jean Wilson from East Milton. I go down Babcock Street every morning between 7-9 AM and it is awful to get through and it is awful to get out of our street and onto the lane that goes

over the highway in order to head up Edgehill Road. This may fall under the traffic signal issues but I haven't heard any mention of Bassett Street. I would like to ask about the traffic light that is directly across from Bassett Street which is right in front of Bruegger's and perhaps that could be coordinated to allow some of the heavy traffic that goes up Bassett Street every morning to flow better?

- A: AS: Part of the design will be upgrading all the traffic signals including the traffic signal controllers. Today, the two intersections on Granite Avenue that intersection with Boulevard Street all operate under one control. Right now we're taking a look at separating the controllers for the lights around the landscaped deck. Currently, they are all on a single controller which makes adjustments difficult. Further, right now if you get a green coming along Granite Avenue then you get a green the entire way through the Square and that makes it difficult for people exiting Bassett Street. For this reason we are looking at changing the controls at Bassett Street and improving the pedestrian crosswalk so it is more visible.
- Q: Cindy Christianson (CC): Hello I'm Cindy Christiansen, I live in East Milton and I'm a Town meeting member for precinct 7. My questions are mostly coming from people I talk with in my neighborhood. I spoke with Brian Firth who is also a member of the planning board and we were both wondering if these are the only options or could affordable housing be an option?
- A: BC: These are transportation dollars only.
- Q: CC: I wanted to ask another question regarding the slide with the LOS table without the slip lane. I'm curious why the top left with the slip lane the LOS reads, ACA and without the slip lane it reads AAA. What would cause that?
- A: AS: It's making the movement simpler because it creates a situation where there is only one choice, you can only go right.
- Q: CC: Similar to Mr. Duffy's comment I was wondering when you're putting in bicycle lanes you would have to remove any of the parking.
- A: BM: We didn't remove any parking in order to accommodate new bicycle lanes.
- C: BC: It's also a State and Federal requirement that we put bicycle lanes in if we are using transportation money.
- C: CC: I understand that, I was just wondering what gets taken away to make room for bicycle lanes.
- A: NCC: Often times the lanes become a little more narrow which also helps to slow drivers down and create a safer environment for pedestrians and cyclists.
- Q: CC: I'm convinced that this parking lot will be used as a cut through. Have you been able to do any analysis of how long it will take to loop around the Square compared to cutting through the parking area?
- A: BM: In the slide shown here you can see the directional arrows directing cars around the lot. I guess if the lot were empty in the middle of the night cut through traffic may be quicker than driving around. We think that the lot will be used at a much higher rate than the space is used today and it won't be an attractive way to cut through the lot to save time. It may actually take longer.
- C: CC: It's not an attractive loop around the Square; there are a lot of traffic lights.
- A: NCC: We would have to talk it over with MassDOT but something that we've done on other projects is to place a raised entry so a car has to climb up and enter the lot. Part of keeping the slip lane and

improving the signals is to encourage people to stay with the flow of traffic and decrease the attractiveness to cut through the parking area.

- Q: CC: I agree with you except that it's not a quick loop. Just from the look of it I think there are going to be drivers cutting through. You have entrances from both sides of the highway, is that required or has it been considered to have an entrance and exit on only one side of the highway?
- A: BM: That is something we could talk to the Town about.
- C: CC: I think that would eliminate the potential of cut through traffic. You would gain at least one spot and you would have better flow once you're in the parking lot.
- A: NCC: One of the things that we saw as a problem with the planning study was that you have a lot of people looking for parking, especially in the high desire area around the Milton Marketplace. Ideally you wouldn't want to see people driving around in circles in the parking area. As Bridget said it is certainly something we can look at and discuss with MassDOT.
- C: Richard Wells (RW): Good evening. My name is Richard Wells and I'm the Chief of Police and also the Chairman of the Traffic Commission. I didn't plan on coming here to speak but I noticed there was a front page story in the Milton Times so I felt like I should give a little bit of history dating back to December of 2012. At this time the Traffic Commission took a look at both alternatives that were presented tonight and we gave them a lot of thought. We took a formal vote in a meeting that was held in December and recommended to the BOS to keep the slip lane. To comment on the previous speaker, I was always worried about the cut through factor without the slip lane. By keeping the slip lane, not only will it provide a way to ease the traffic through the Square but it will also minimize the idea of people trying to cut through. One of the big items that will help everyone, not just the Square but residents is the updates to the traffic signals. The system that is currently in place now is old and it's antiquated. Those two things in your plan and from my community point of view are going to be very positive. I want to end with a question, on Edgehill Road by the post office, are you still considering angled parking along the right-hand side?
- A: BM: MassDOT told us that the Federal money would not cover angled parking however it may cover reverse angled parking. We're still trying to figure out if that would be feasible and if they would cover the cost.
- C: CW: The reason I ask is because the post office is still a big draw on the Square each and every day.
- A: BC: We were told explicitly that it would not cover angled parking but they would go back and consider reversed angled parking. If you are unfamiliar it is the idea of going past your space and backing into it. A drive has 3 moves to get into the parking space and 1 going out.
- C: NCC: Another benefit of the reverse angled parking is that kids getting out of their car are blocked from the street by the opened door. It creates a safer parking situation for that reason.
- Q: Judith Gunderson (JG): My name is Judith Gunderson, I live in East Milton and I have a few questions. The first is an issue that was raised a long time ago and I have yet to hear a definitive answer. Are we clear of the issue that the park was originally built with Federal money?
- A: BC: We are trying to keep as much green space now as we had before. If you go back and do the math we are going to have the same amount of green space. The answer is yes, the State has been looking at it.
- C: JG: My concern is that we get into a situation that we are so far down the road and then we lose the amount of green space and have no say.

- A: BM: We have to maintain at least 40% of the green space considered to be on the deck.
- Q: JG: My second question is regarding the deck being sufficient and able to support cars.
- A: NCC: As I mentioned at the beginning of the presentation, Gill Engineering is a member of our team and specializes in structural and bridge engineering. It is capable of supporting the weight.
- C: BC: We've taken each of the layers that make up the deck and peeled back each one to make sure the integrity of the deck, the water proofing, and the utilities under it won't be harmed. We know it can hold this amount.
- Q: JG: Okay, what about drainage?
- A: BC: It has been considered from the start and the team has been working on it throughout the design process.
- Q: JG: Regarding service zone parking, has it been determined if all of the service zone parking spaces are needed?
- A: BC: I'm not sure if we'll ever have enough service zone parking. The more businesses we have in the Square, the more vibrant the Square becomes the more employees it holds, and therefore more service zone parking is needed. We have been pushing the service zone parking out in order to save the ideal parking spaces in front of the stores for shoppers.
- Q: JG: Are any of the spaces along the further end of Bryant Avenue going to be removed?
- A: BC: No, they will stay.
- Q: JG: There is a crosswalk in the middle of Adams Street. That is a terrible place for it. Is it going to go away?
- A: BC: Yes, it hasn't been repainted in 4 years and we are going to leave it that way.
- Q: JG: Will there be any barriers between the bicycle lanes and the parked cars?
- A: BC: No, it's just a painted bicycle lane.
- C: JG: With regards to the ins and outs of the parking area, one of my concerns is that as people try to exit they are going to come into a full lane of traffic. I think it will add to the congestion.
- A: AS: We're anticipating that by providing parking spaces here it will reduce the congestion conflict in and around the Square that exist now from people searching from parking. In terms of exiting the parking lot there will be adequate room to get out.
- C: JG: The traffic going through the Square is not just people looking for parking. It's also people trying to get from Adams Street to Adams Street. There are 3 lights there, the traffic isn't going away, and it's not going to get any better.
- A: NCC: Actually it will be getting better. Don't forget what Alex mentioned about the updates to the signal timing. Right now you have a very antiquated system of traffic signals.
- Q: JG: So you're planning on the signal timing to solve the problem of traffic?
- A: BC: Every single light is individually timed. We watch one to see what the next one is doing. The new ones will all be up in the same panel and will all communicate with each other.

- C: ED: I would like to disagree with my colleague Bill Clark. In my opinion spaces will be lost on Granite Avenue across from the Shell Station.
- A: BC: If you look at the image that is currently being shown you will lose one in front of the post office which is the entrance and you'll lose one where the purple is highlighted for the exit. In total you will lose 2 spaces.
- C: ED: I think it will be more.
- A: BC: Let's say we lose 3 or 4, we're still adding 35 more spaces on the inside of the Square in the new parking area.
- Q: ED: At the intersection of Bassett Street and Adams Street I typically see cars blocking the intersection; they block the box. How do you solve that?
- A: NCC: One thing that can be done and has recently been done right outside Dudley Square in Boston by the new Police Station a checkered pattern painted on the ground. It's surprising what you get with some paint and it has proven to be a success.
- C: ED: The cut through traffic in my neighborhood is terrible. It's crazy and we need to think beyond the street lights and start planning on having some direction and assistance to make it work properly.
- Q: CC: How much space is needed when exiting the parking lot? How are you going to be able to pull out of the parking lot if there is a parking space right next to where you pull out?
- A: BM: For the exits and entrances it will be design more or less like a driveway where the cars ramp up a little bit.
- A: AS: Some driveways may shift a little based on sight lines, we're continually looking at sight lines and not just parking.
- C: NCC: Remember this is pre-25% design, sight lines are often coordinated further down the road. MassDOT will be asking similar questions so they will definitely be addressed.
- C: BC: Next time we see everyone here it will be the 25% design public hearing. This meeting will be set up and run by MassDOT. Until the meeting takes place please use the website, ask your questions, there's phone numbers on there, and if you email us we'll get back to you as soon as we can. Thank you everybody for coming out and enjoy your evening.

Next Steps

The next step in the public involvement process will be a MassDOT 25% design public hearing. It is currently anticipated that the hearing will take place during the fall of 2014.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Cindy	Christiansen	Resident
Bill	Clark	Town of Milton
Katie	Conlon	Resident
Pat	Desmond	Resident
Arthur	Doyle	Resident
Edward	Duffy	Resident
Richard	Dumais	Resident
Annemarie	Fagan	Town Administrator
Deborah	Fel	Resident
Nicholas	Gross	Howard/Stein-Hudson
Judith	Gunderson	Resident
Will	Hynes	Resident
Gregg	Jenner	Resident
Brian	Kelley	Resident
Meryl	Manin	Resident
Bridget	Myers	Howard/Stein-Hudson
Jeanny	Schmidt	
Frank	Schroth	
Alex	Siu	Howard/Stein-Hudson
Bob	Sweeney	Resident
Robin	Tagliaferri	Resident
John	Thompson	
Jean	Wilson	Resident
Richard	Wells Jr.	Milton Police