

Appendix G. Bridge Inspection Report

Nathaniel Cabral-Curtis

From: Joanne Gallagher <sjgboston@gmail.com>
Sent: Sunday, July 25, 2010 5:15 PM
To: Nathaniel Cabral-Curtis
Subject: East Milton Square

Hello,

I'm a Milton resident and just read about the East Milton Square project in the Milton Times. I like the way you're using social media to involve residents in this project. I grew up in Milton in the 1950s -- on Wood Street -- so had to cross over the expressway construction every day to walk to St. Agatha School.

Sometimes it was a challenge to climb over all the pieces of granite they were installing as curbstones. One day about two weeks before my First Communion one of my classmates slipped off an installed curbstone outside the Milton Post Office. A truck was going by and couldn't stop. The boy was killed instantly. I was always told that the driver was never the same. Today they would have better safety standards in place and would send psychologists to the school to help teachers, students, and families. Back in that day they asked our parents to get us dressed up in our First Communion clothes and be the honor guard on the steps of St. Agatha Church for the funeral. It was second grade...but you don't forget something like this. I still think of it every time I pass that corner of the post office.

So it is no surprise that I'm totally in favor of any initiative that will help connect Milton to Milton, enhance the traffic flow, and ensure the safety of all.

I moved away from Milton for many years but still have relatives here so have always been around town. I lived in Braintree and came through East Milton every morning on my way to work in Boston. So I'm no stranger to the traffic flow. I now live on the "other side" of Milton off Canton Ave. and am one of those people who is trying to navigate back streets in order to avoid the residual traffic that the construction on Adams Street is creating. I did a U-turn [as did a car in front of me] the other day right by St. Agatha Rectory, went up Squantum Street, and proceeded to give a friend [not from Milton] a scenic tour of the back streets where I grew up. All this just to get to lunch at the Milton Market. Who knows how long it would have taken to bump along the steel plates in front of St. Agatha's before we every made it to the square!

Maybe there has not been a lot of disruption right in East Milton Square but I can tell you that when you try to navigate Centre Street by Fontbonne Academy during morning or evening rush hour it feels more like navigating traffic in Rome or Mexico City rather than Milton. I've experienced both. Drivers are disinclined to give a break to anyone trying to exit the Fontbonne Academy property. The Adams Street exit of the property is closed off and the Centre Street exit is the only option. Anyone who has made it down Centre Street as far as the Fontbonne entrance/exit can see the traffic light at Brook Road and seems reluctant to give up their opportunity to be sprung loose from the bumper to bumper experience by performing a random act of kindness and allowing someone into the line. They have probably sat through several traffic light cycles by then so it's sort of understandable.

As you consider parking in Milton, I'm wondering about two things. Are you considering building over the expressway? You must be familiar with Newton Corner where there's a hotel or something right over the Mass Pike. It's probably a huge construction undertaking but I've always thought a parking structure with even a couple of levels over the expressway would go a long way. The other question I have is, has anyone considered monitoring who actually does park in the Market Place lot -- particularly the section that abuts Bassett Street? It

always strikes me as strange that that section of the lot is filled -- even when stores are closed. I often wonder if people leave their cars there and go off somewhere for the day.

I totally agree with the gentleman from Grono and Christi who said there would be more business if there was more parking. It takes two people to go pick up food at the Chinese Restaurant next to G & C. I've done it. One day I called G & C because I was right there, it was near closing time but I couldn't find a place to park. He graciously offered to stay open until I arrived. So basically he's working overtime to accommodate the limited parking. I'm sure there are many other stories like this.

All this to emphasize that your efforts to enhance the flow of traffic and parking in East Milton Square are important. I will continue to follow the progress on Facebook. I've also recommended the Facebook page to a few others.

Sincerely,
Joanne Gallagher, CSJ

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Monday, July 26, 2010 10:14 AM
To: 'Joanne Gallagher'
Subject: RE: East Milton Square

Good Morning Joanne,

Thank you for your note, your recollections about growing up in the East Milton Square area and your observations regarding the area as it is today. I will add your contact information to our stakeholder database so that you will receive emails regarding project milestones such as new content posted to the project website, which I hope you found informative, or upcoming public meetings.

Please be advised that I have forwarded your note to our project manager so that your comments regarding current traffic conditions can be integrated into our understanding of the study. Please also know that we will be undertaking a detailed parking turnover study to determine how best to meet East Milton Square's current and future parking needs; this study will take place in the fall of this year and it will include the Milton Marketplace parking lot. Given that we have yet to conduct the study, it is premature to say whether or not we need a parking deck over the highway, but we are aware of interest in this approach from a few members of the community and will keep it in mind as we move forward.

Once again, thank you for taking the time to contact the project. Your recollections of the accident when you were a child were particularly poignant. I hope you will continue to follow the project and that we'll have an opportunity to meet in person at a future community meeting. Thank you for recommending the Facebook page to other members of the community. We will also be distributing fliers with the various web addresses to area merchants to help drive traffic to the site. If you have further questions or concerns, please feel free to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

From: Joanne Gallagher [mailto:sjgboston@gmail.com]
Sent: Sunday, July 25, 2010 5:15 PM
To: Nathaniel Cabral-Curtis
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Sincerely,
Joanne Gallagher, CSJ

Nathaniel Cabral-Curtis

From: Binda, Patty <Patty.Binda@cityofboston.gov>
Sent: Wednesday, September 08, 2010 10:40 AM
To: Nathaniel Cabral-Curtis
Subject: Foot Bridge

How about a pedestrian footbridge over the park to connect the square and Edgehill Street (Shell Gas Station)?

I have two young boys (15 yrs. & 13 yrs.) who ride their bikes to the Square to get a bite to eat, it is difficult to cross the streets to enter the square.

The substance of this message, including any attachments, may be confidential, legally privileged and/or exempt from disclosure pursuant to Massachusetts law. It is intended solely for the addressee. If you received this in error, please contact the sender and delete the material from any computer.

Nathaniel Cabral-Curtis

From: Binda, Patty <Patty.Binda@cityofboston.gov>
Sent: Wednesday, September 08, 2010 12:21 PM
To: Nathaniel Cabral-Curtis
Subject: FW: Seizing the moment to complete America's streets

Hi,
I'm forwarding you some information I received regarding "Complete Streets".

I also researched some information regarding "rubber sidewalks", rubbersidewalks.com

Fondly,

Pattie Binda

From: National Complete Streets Coalition [mailto:newsletter@completestreets.org]
Sent: Wednesday, September 08, 2010 10:06 AM
To: Binda, Patty
Subject: Re: Seizing the moment to complete America's streets



update

September 8, 2010

Dear Patricia,

What a difference 5,762 people can make! I'm referring to the advocates, engineers, developers, planners, and policy makers from all over the U.S. that have signed up for the National Complete Street Coalition's monthly newsletter since we began sending it just three years ago.

In fact, the many people who have become part of our Coalition since it was formed a few years ago have helped transform transportation policy and practice. Thanks to all of you, more than 150 communities all over the country have adopted Complete Streets policies, an approach now endorsed by the U.S. Department of Transportation.

In light of this success, we are launching our **Seize the Moment** campaign to significantly increase the number of Complete Streets policies over the next three years and to transform road planning design and operations across the entire United States. [Your support](#) will help the Coalition take the next steps that will lead to lasting and significant change:

1. **Dramatically expand technical assistance** to advocates and experts who advance Complete Streets in their communities. Demand is soaring for the Coalition's expertise and resources-such as our database of all existing Complete Streets policies, fact sheets, and especially our workshop program. We need to expand our workshop program to enable us to conduct 50 or more workshops a year.
2. **Launch a targeted media campaign** to raise the public profile of Complete Streets. Sustained attention to traditional and new media will support our federal campaign and leverage existing community efforts. The media campaign will include new reports on the dangers of incomplete



streets and news releases, blogs, and video presentations to celebrate the transformations on the ground.

3. **Establish a Performance Evaluation system** that ensures that Complete Streets policies lead to change on the ground. We will develop evaluation tools that will answer the questions: Do written policies contain the elements that will lead to success? Are adopted policies leading to changes in transportation training, decision-making, design manuals, and performance measures within their community? Are projects coming out of an agency with a policy resulting in improvements for all users? We are determined to ensure that policies don't simply gather dust on a shelf.

We know the time is right for our increased efforts, given both the current investment in infrastructure and the momentum created by our [successes](#) (.pdf). We are grateful to our [existing Partners](#) who have helped us create change-and now we are turning to those of you who have been active members of our movement and ask you to make a donation to support our Seize the Moment efforts. We hope you will consider both [your own gift](#) and, if possible, enlisting your firm or organization as a [Coalition Partner](#).

Together, we can create safe and healthy communities with convenient transportation for all.

Sincerely,

Barbara McCann
Executive Director

P.S. We hope to raise an additional \$75,000 from our partners and individual donors this fiscal year in order to enable us to Seize the Moment and complete America's streets. To reach this goal, we will need to receive many gifts from our supporters, and [your gift](#)-in any amount-will help us create lasting change.



National Complete Streets Coalition | 1707 L Street NW Suite 1050 | Washington, DC 20036
For questions about the coalition or to submit items for the newsletter, email info@completestreets.org
You're receiving this newsletter because the email address patty.binda@cityofboston.gov is signed up for our newsletter.
[Unsubscribe from Complete Streets News.](#)

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Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Wednesday, September 08, 2010 12:04 PM
To: 'Binda, Patty'
Subject: RE: Foot Bridge

Good Morning Patty,

Thank you for taking the time to contact the East Milton Square Parking and Access Study; we always appreciate hearing from interested members of the public. With regard to your previous email, please be advised that I have added you to our stakeholder database as requested.

Please also note that I have logged your comment regarding the footbridge. We are still gathering data on which to base our potential options for the redesign of East Milton Square and so it is currently premature to say whether or not a footbridge would be appropriate. Nonetheless, please know that the entire design team takes the improvement of pedestrian and bicycle connections in and around the square quite seriously and will be looking at how such an improvement can best be accomplished.

Should you have further questions or concerns, please feel free to be in touch by telephone or email. I would also encourage you to follow the project on Facebook and Twitter. You can sign up here: <http://www.eastmiltonsquarestudy.com/overview.html>

Regards & Good Wishes,
-Nate

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Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Wednesday, September 08, 2010 1:03 PM
To: 'Binda, Patty'
Subject: RE: Seizing the moment to complete America's streets

Hello Again Patty,

Thank you for sending me this information regarding complete streets. We are definitely aware of the complete streets approach to projects and try to incorporate it wherever possible and appropriate. I am also familiar with the rubber sidewalks, a fellow in my planning program did a report on them when I was still in school, and aware of the ecological benefits they can confer. The reduction of storm-water runoff, something you can achieve with rubber sidewalks, is one thing we will be keeping in mind as we move forward.

As I noted earlier, it's still a bit premature to discussing the types of approaches and solutions you are proposing, but we are very much aware of them and will keep it in mind as we move forward. Our next major round of data collection will likely be in November, but could be as early as October depending on when the current MWRA project in East Milton Square begins to wind down for the winter and stops impacting traffic and parking patterns. After we have gathered that information we can start getting to the stage of developing alternatives for the redesign of the square.

Regards & Good Wishes,
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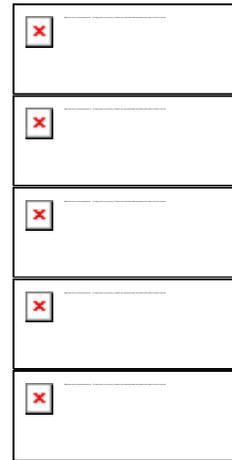
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Executive Director

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Nathaniel Cabral-Curtis

From: Leslie Will <leslie.will@comcast.net>
Sent: Wednesday, September 08, 2010 5:37 PM
To: Nathaniel Cabral-Curtis
Subject: East Milton website

Nathaniel-

Glad to see the website is up and running. I have looked at some of it though not all I confess. I did want to advise you of two typos I noticed.

On the Project Factsheet the word 'of' is missing in the "goal".

In The Project Overview in the paragraph titled 'Working With Community' the word 'to' is missing in the 3rd line – 'expected to run'.

Please excuse my brevity; I got stitches in my left hand on Labor Day and one-handed typing is not my forte.

I look forward to forward to working further with you on this project.

Sincerely,

Leslie Will
East Milton BCAC Member

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Thursday, September 09, 2010 9:29 AM
To: 'Leslie Will'
Subject: RE: East Milton website

Good Morning Leslie,

I am sorry to hear about the stitches in your hand. Did you have carpal tunnel surgery? My mother had that recently and had stitches in her palm which greatly limited the things she could do with the hand – typing was on the list.

Thank you for bringing these typos to my attention. I'll give you a brief look at how the sausage gets made on these websites: I write the text in Word and then our graphics guy brings that text over into DreamWeaver (a website building program) and sets up the site. Sometimes words get dropped in that transfer.

Please be advised that as of the writing of this email, the two problems you pointed out have been addressed. If you return to the website and continue to see the typos, please press the control and F5 keys at once. This will hard refresh the page.

If you have any further questions or concerns, please feel free to telephone me at 617-482-7080 x236, especially until that hand heals up!

Regards & Thanks,
-Nate

From: Leslie Will [mailto:leslie.will@comcast.net]
Sent: Wednesday, September 08, 2010 5:37 PM
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Sincerely,

Leslie Will

Nathaniel Cabral-Curtis

From: Bradford, Ben (HOU) <Ben.Bradford@mahouse.gov>
Sent: Wednesday, September 29, 2010 10:47 AM
To: Nathaniel Cabral-Curtis
Subject: Parking Study Meeting

Nathaniel,

My name is Ben Bradford and I am the Chief of Staff for Rep. Timilty. He intended to attend the meeting last night but had to change plans at the last minute. I was hoping that you might be able to forward along any pertinent information from the meeting.

Thanks,

Ben Bradford

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Wednesday, September 29, 2010 12:04 PM
To: 'Bradford, Ben (HOU)'
Subject: RE: Parking Study Meeting

Good Morning Ben,

Thank you for taking the time to reach out to the project; we are well aware that elected leaders can get busy at this time of year.

The good news is that we have a fairly thorough, and expanding, project website where you can find plenty of information about the project. In particular, I would point you to the project documents page: <http://www.eastmiltonsquarestudy.com/documents.html> where if you scroll down to the bottom of the page, you can see a copy of last night's presentation. Within I'd say about a week, there should be a copy of the minutes available there as well.

I will make a note under Representative Timilty's entry in our stakeholder database that you are his chief of staff so that you will also receive updates at key project milestones. If you have any further questions or concerns, please feel free to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

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Ben Bradford



KEVIN J. MEARN
Town Administrator

TOWN OF MILTON
MASSACHUSETTS

BC - send copy to
Howard/Stein-Hudson

#5

TO: Richard G. Wells, Jr.
Chief of Police

FROM: Kevin J. Mearn 
Town Administrator

DATE: July 20, 2010

RE: **TRAFFIC CALMING-GOVERNORS ROAD**

Several of the neighbors from upper Governors Road addressed the Board of Selectmen at its July 19 meeting and presented them with the enclosed letter of concern. While the Board would like to include Governors Road in the study being done by the Business and Citizens Advisory Committee, it requests that the Traffic Commission take some immediate action by scheduling a Traffic Commission meeting as soon as possible to review the installation of mid-block stop signs, traffic humps or a raised intersection with stop signs.

Please notify this office on the date and time for this meeting.

July 12, 2010

Town of Milton
Traffic Commission
525 Canton Avenue
Milton, MA 02186

To Whom It May Concern:

I am writing to express my immense concern in regards to the traffic situation on Governors Road between the Quincy line and Edge Hill Road. I am a resident of 121 Governors Road and my husband and I have a 10 month old child. We moved into the area about a year ago in hopes to provide our child with a safe and enjoyable community setting.

Within a few days of living in our home we noticed how busy our street was between the hours of 7 A.M- 9 A.M. and 4 P.M.- 7 P.M. It is not alone the heavy amount of traffic that is concerning to me, but the speed at which these cars travel down my street. On multiple occasions cars have passed me as I have been pulling into my driveway, nearly hitting my car with my child in it.

I know that in the past my neighbors have gone to the town with these concerns to no avail. I cannot express how strongly we all feel that something needs to be done about this situation. There are 19 children living on Governors Road between the Quincy line and Edge Hill Road. The majority of these children are under the age of 4 and it is only a matter of time before one of these children gets hurt because of the way people drive down our street.

We as a neighborhood have done all we can to minimize the situation, but clearly it has not helped. We are now coming to the town to ask that something please be done as soon as possible. Whether it is more speed bumps, a do not enter sign for those specific hours, or any other solution you can think of, we would really appreciate your cooperation on this matter.

Please contact me so we discuss the next steps that can be taken to implement a plan to get our neighborhood safe for our children I truly appreciate your cooperation.

Sincerely,



Elizabeth A. Meyer, Esq.

121 Governors Road

Milton, MA 02186

617-281-7414

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 ~~121~~ Since 1 year
- 4) Dan & Tina Bignard 131 Governors Rd
- 5) Jim Chapin + Mary Nell 118 Governors Rd
- 6) Kathleen & Lawrence Lively 115 Governors Rd

- 7) Jerry & Jennifer O'Sullivan 112 Governors 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 21
MEGHAN
6mos
- 11) Joe & Mary ~~Cox~~ 85 Governors Rd
- 12) Molly & Keith Phifer 76 Governors Rd. Mi Hor. Ma 1 1/2 yr.
Karis
- 13) Mary & Justin Sullivan 53 Governor Rd
- 14) Patrick & Kathryn Ganey 79 Governors Rd
- 15) Erin & Jake Fuller 124 Governors Rd
- 16) Andy & Margaret Coughlin 99
Governors Rd
- 17) Kathryn & Luke Caporotto 127 Governors Rd
- 18) Jake & Erin 70 124 Governors Rd

- 19 Virginia M. Doyle 105 Governors Rd
- 20 Greg & Toni Hall 22 Governors Rd
- 21 Al & Ann Lamborn 76 Governor Rd.
- 22 Mary Stacey 75 Governors Rd
- 23

Condon, Ann

From: Wells, Richard Jr.
Sent: Wednesday, July 28, 2010 2:39 PM
To: Condon, Ann
Subject: FW: Governors Rd. Traffic Problem

TC agenda item

Richard G. Wells Jr.
Chief of Police
Milton Police Department
40 Highland St. Milton 02186
617-898-4816
rwells@mpdmilton.org

-----Original Message-----

From: Kevin Mearn [mailto:kmearn@townofmilton.org]
Sent: Wednesday, July 28, 2010 11:56 AM
To: j.duff1053@verizon.net
Cc: Wells, Richard Jr.
Subject: RE: Governors Rd. Traffic Problem

John-

Your email was sent to my Junk E-mail Folder so I just reviewed it. I know the BOS appreciates the neighborhood concern and the attendance of you and your neighbors at the last meeting. Chief Richard Wells is the Chair of the Traffic Commission so I've taken the liberty of sending your request along to him. - thanks, kevin

-----Original Message-----

From: Kevin Mearn
Sent: Wednesday, July 28, 2010 11:40 AM
To: Kevin Mearn
Subject: FW: Governors Rd. Traffic Problem

-----Original Message-----

From: John Duff [mailto:j.duff1053@verizon.net]
Sent: Tuesday, July 27, 2010 4:08 PM
To: Kevin Mearn
Subject: Governors Rd. Traffic Problem

Dear Mr. Mearn,

Thank you and the Selectmen for listening to me and my Governors Road neighbors at the selectmen meeting on July 20th. It was an important step to have acknowledgment of the serious safety issues and concerns that we on Governors Rd. face everyday. As the selectmen all agreed at that meeting, this has been a problem for a long, long time. The fact that the traffic volume in East Milton Square, has increased drastically over the last several years, has negatively impacted us. It has caused a more dangerous situation for the residents of Governors Road, especially the many small children.

We are requesting solutions such as speed humps, stop signs, one way signs, do not enter signs or boulders on Edgehill Road. We ask for you help now. The conversation ended that night with a plan to schedule a meeting with the traffic commission. Would you please keep me informed and let me know when that meeting will take place. Hopefully with the help of the you, the selectmen and the the traffic commission we can get this serious problem resolved.

Thank you very much,

John Duff

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Wednesday, September 29, 2010 4:41 PM
To: 'William Clark'
Cc: Keri Pyke
Subject: Governor's Road Petition

Good Afternoon Bill,

Thanks for the green light on the scheduling of the next meetings. I will get on that tomorrow 1st thing.

Please note that we received that attached petition at the meeting in July and that I included it as an appendix to the meeting minutes. Elizabeth Myer is in the stakeholder database and will receive updates regarding subsequent meetings. If there is some kind of special outreach you would like me to conduct with her, please let me know.

Regards & Good Wishes,
-Nate

From: William Clark [mailto:wclark@townofmilton.org]
Sent: Wednesday, September 29, 2010 4:36 PM
To: Nathaniel Cabral-Curtis
Subject: FW: Attached Image

From: canonscan@townofmilton.org [mailto:canonscan@townofmilton.org]
Sent: Wednesday, September 29, 2010 5:40 PM
To: William Clark
Subject: Attached Image

Nathaniel Cabral-Curtis

From: Virgona, John <jvirgona@maehc.org>
Sent: Thursday, September 30, 2010 11:30 AM
To: Nathaniel Cabral-Curtis
Cc: William Clark
Subject: RE: Scheduling the Next BCAC Meetings & 1st Community Meeting

One thing that was mentioned at the Town Official update meeting the other night that somewhat surprised me was the comment that the BCAC was meeting every 6 weeks. There was a point some time back where the committee had decided that the 2nd Wed of each month would be our meeting time. In fact the RFP called for monthly meetings as well. We have failed at keeping to that, mostly because there haven't been things to address each month, but I would like to see us get back to such a schedule. Given that this past meeting was not the BCAC meeting, I wonder why we aren't meeting on the 13th (2nd Wed of Oct) to bring the whole team together to discuss, I guess, what we basically discussed the other night. Otherwise I'd suggest the next soonest date, the 20th. Let's not drag this on.

I know I made a big deal about scope creep. I would encourage that the BCAC meetings have a project plan (or documented plan of tasks and deliverables) put together that highlights the tasks and goals as defined in the RFP, and that the template of that plan be set forth as the working document. I heard project add-ons being thrown out there, even from BCAC members, that concerned me. Let's get that in front of the BCAC and make the statement that THIS is what we are doing, with any changes to THIS has to be brought before the committee and may have an impact on other things already documented in THIS. (Can you tell that I've been burned by scope creep way too many times in my life?)

I personally am open on the Community meetings dates. Remember, per the RFP, the community meetings are to be organized, conducted and documented by the chosen vendor of the RFP. These meetings are not BCAC meetings, nor are they meetings hosted by the BCAC. Certainly BCAC members should be encouraged to attend. Having said that, I don't know if that changes the approach or the dates. I noticed that you only chose Wednesday dates for the Community meetings. They could be held at any time and the dates should be chosen based on an overall look at the Town schedule, particularly those in town more directly impacted by Parking and Access to East Milton Square.

Regards,

/john

John Virgona

Massachusetts eHealth Collaborative

Senior Technology Consultant

(781) 434-7477 (office)

(781) 434-7720 (fax)

JVirgona@MAeHC.org

From: Nathaniel Cabral-Curtis [mailto:ncabral-curtis@hshassoc.com]
Sent: Thursday, September 30, 2010 9:53 AM
To: Nathaniel Cabral-Curtis
Subject: Scheduling the Next BCAC Meetings & 1st Community Meeting

Good Morning BCAC Members,

I hope this note finds you all well and enjoying the autumn.

The time has come for us to schedule our next BCAC meeting. Start time, 7PM, and location, the Milton Public Library, will remain the same. The two days we are contemplating, both Wednesdays as requested by the BCAC, are:

- o 10/20
- o 10/27

We would also like you all to save the date of 12/15/10 for the BCAC meeting following the October session.

It's also time to start thinking about the date for our first large community meeting. Dates under consideration include:

- o 10/27 – *if the night is not used by the BCAC*
- o 11/10
- o 11/17

Please respond with your preferred date for the next BCAC session and the large community meeting between now and close-of-business on Friday 10/1. The dates with the most votes will be chosen. If anyone has questions or concerns, please feel free to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

Howard/Stein-Hudson Associates

38 Chauncy Street, 9th Floor
Boston, MA 02111
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f 617-482-7417
www.hshassoc.com

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- Traffic Engineering
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Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Thursday, September 30, 2010 4:16 PM
To: 'Virgona, John'
Subject: Regarding BCAC Meeting Timing

Good Morning John,

It was a pleasure to see you at Tuesday's meeting; please be advised that I will work a listing of who was invited to that meeting into the minutes as you requested.

With regard to the timing of the next BCAC meeting, I have noted your preference for the 20th. I also want to address your comment regarding the overall timing of BCAC meetings. The project team is aware that the RFP originally called for BCAC meetings monthly, however, based on our experience and discussions with Bill, we have determined that every six weeks is a more reasonable schedule since it allows enough time for there to be something to discuss and gives us some flexibility around holidays. On past projects, we have found that fixed, monthly meetings can cause each meeting to be something of a "fire drill" in which we spend a lot of time preparing and documenting even if we have little new material to discuss. This idea and the shift to every six weeks were in our written proposal and presentation to the selectmen prior to our selection as the consultant. It is further noted in the public involvement plan and has not been objected to; however, we would be willing to reopen discussion of this if you feel it's necessary. I can assure you that none of us want to drag this process out; we just want to make sure meetings are substantive and useful.

Your "big deal" about scope creep was much appreciated! We too have been "burned" by scope creep. While I think both the Town (in the form of Bill) and Keri, the project manager at HSH, are both well aware of the scope and will take steps to guard against creep, we could certainly take a few moments at the next BCAC meeting to remind members of the scope and the limited budget that will perforce keep us within it.

You are absolutely correct that the community meetings are not to be mere extensions of the BCAC sessions. Given the turnout we expect, we will need to hold the community meetings in a different location and like any larger community meeting, as compared to a smaller working group session, these meetings will have a different feel to them. You are also absolutely correct that BCAC members should be encouraged to attend the public meetings so that their subsequent deliberations can be informed by public comment. To this end, Keri, Bill and I all agreed that Wednesday nights, the agreed-upon night for BCAC meetings would be a good place to start on the community meetings, however, if a large number of BCAC members voice a preference for a different night in the weeks already noted, we can revisit this issue as well; this is part of why we're preparing now for a meeting a month away.

If you have any further questions or concerns, please feel free to be in touch by telephone or email.

Regards & Thanks,
-Nate

Nathaniel Cabral-Curtis
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Nathaniel Cabral-Curtis

From: Virgona, John <jvirgona@maehc.org>
Sent: Thursday, September 30, 2010 4:59 PM
To: Nathaniel Cabral-Curtis
Subject: RE: Regarding BCAC Meeting Timing

Thanks for the thoughtful and thorough reply.

I have a previously scheduled monthly meeting on the 1st month of each month, and I think somebody else had a conflict for the 3rd Wednesday, so that is kinda how we came upon the 2nd Wednesday, though a bunch of other days were mentioned. I missed the change to this schedule in the presentation to the selectmen. At least I think I missed it. The other possibility is that I never saw that presentation. Is that online and/or can you send me a copy of it. I remember bill sent out a scanned copy of the contract, but it was mostly MA forms and had our rfp as Attachment A. Do we have an online source of behind the scenes documentation, pictures, data, etc that is available to the BCAC, either through a Sharepoint connection, or some password protected file share?

My point about the community meetings and Wednesday's was just exactly that – the dates don't have to be on Wednesday's because the BCAC typically meets on Wednesday's. I'm not sure that the BCAC is going to have some uproar about Wednesday's being a bad day, I was just suggesting that the date and day should be picked by looking at the big picture.

Regards,

/john

John Virgona

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Senior Technology Consultant

(781) 434-7477 (office)

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JVirgona@MAeHC.org

From: Nathaniel Cabral-Curtis [mailto:ncabral-curtis@hshassoc.com]
Sent: Thursday, September 30, 2010 4:16 PM
To: Virgona, John
Subject: Regarding BCAC Meeting Timing

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If you have any further questions or concerns, please feel free to be in touch by telephone or email.

Regards & Thanks,
-Nate

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Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Friday, October 01, 2010 10:17 AM
To: 'Virgona, John'
Subject: RE: Regarding BCAC Meeting Timing

Good Morning John,

You are most welcome; it's nice to start Friday by being called "thoughtful" and "thorough."

Regarding the selection of Wednesdays, it's always interesting to see how the habits in projects get started. Almost immediately it seems, the reason why you pick a certain night gets lost in the sands of time. I think for the moment we'll stick to Wednesdays and if problems crop up, we can revisit it.

With regard to the best place to see where we memorialized the shift of BCAC meetings to an every six weeks schedule, I'd direct you to the public involvement plan which is available for download from the website: <http://www.eastmiltonsquarestudy.com/documents.html>. We felt it was best to make the public involvement plan available to the community.

As to "behind the scenes" data, I think for the moment we can share that with folks on the BCAC as they ask for it and as it is generated. If we see some sort of groundswell of requests for data beyond what will be presented to you all in meetings, we can look into something like what you suggest. As a member of the working group, I think you may be pleasantly surprised with how much detail you will actually get to support your deliberations.

It sounds like we are in agreement regarding the community meeting time. I think like all other elements of this project, we'll see how the time works. We'll be having three big community meetings so if turnout is only so-so on Wednesday we can try another night.

As always, if you have questions or concerns, please feel free to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

From: Virgona, John [mailto:jvirgona@maehc.org]
Sent: Thursday, September 30, 2010 4:59 PM
To: Nathaniel Cabral-Curtis
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Regards,

/john

John Virgona

Massachusetts eHealth Collaborative

Senior Technology Consultant

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JVirgona@MAeHC.org

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different night in the weeks already noted, we can revisit this issue as well; this is part of why we're preparing now for a meeting a month away.

If you have any further questions or concerns, please feel free to be in touch by telephone or email.

Regards & Thanks,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: Jean Wilson <jeanmilne@verizon.net>
Sent: Tuesday, October 05, 2010 9:20 PM
To: Nathaniel Cabral-Curtis
Subject: Re: Please Add me to the Stakeholder Database

Thank you, Nate. I have signed up on facebook. I have also found the project description on the Town website extremely user friendly and informative.

I have been watching the traffic flow by my home the last two mornings (around 8:00 AM when I am leaving to go to work). The volume is heavy, and fast!; too fast for our neighborhood full of children going to school, workers like me leaving for work, or otherwise. I am glad that the scope of the study includes the effect of any traffic diversion from Adams Street to the adjacent streets. It is certainly a challenging issue.

Jean

From: [Nathaniel Cabral-Curtis](#)
Sent: Tuesday, October 05, 2010 5:25 PM
To: [Jean Wilson](#)
Subject: RE: Please Add me to the Stakeholder Database

Good Evening Jean,

My apologies for not getting back to you sooner; the past two days have been very full! Please be advised that as a member of the warrant committee you are in our database. I'd encourage you to sign up to follow the project on Facebook or Twitter if you are comfortable with those avenues of communication; otherwise, email updates will flow your way soon.

Regards & Good Wishes,
-Nate

From: Jean Wilson [mailto:jeanmilne@verizon.net]
Sent: Saturday, October 02, 2010 1:55 PM
To: Nathaniel Cabral-Curtis
Subject: Please Add me to the Stakeholder Database

Hello, would you please add me to the mailing list for study updates?

thank you

Jean Wilson

No virus found in this incoming message.

Checked by AVG - www.avg.com

Version: 9.0.856 / Virus Database: 271.1.1/3178 - Release Date: 10/05/10 02:34:00

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Wednesday, October 06, 2010 2:17 PM
To: 'Jean Wilson'
Subject: RE: Please Add me to the Stakeholder Database

Good Afternoon Jean,

Thank you for your kind note regarding the website; we worked hard on that. We are definitely aware of the issues with cut through traffic and will do our best to address them while keeping within our set scope. Please feel free to be in touch with additional questions or concerns.

Regards & Good Wishes,
-Nate

From: Jean Wilson [mailto:jeanmilne@verizon.net]
Sent: Tuesday, October 05, 2010 9:20 PM
To: Nathaniel Cabral-Curtis
Subject: Re: Please Add me to the Stakeholder Database

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Jean

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Regards & Good Wishes,
-Nate

From: Jean Wilson [mailto:jeanmilne@verizon.net]
Sent: Saturday, October 02, 2010 1:55 PM
To: Nathaniel Cabral-Curtis
Subject: Please Add me to the Stakeholder Database

Hello, would you please add me to the mailing list for study updates?

thank you

Jean Wilson

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Version: 9.0.856 / Virus Database: 271.1.1/3178 - Release Date: 10/05/10 02:34:00

Nathaniel Cabral-Curtis

From: JOHN F WEBB <johnfwebb1@msn.com>
Sent: Thursday, October 07, 2010 5:42 PM
To: Nathaniel Cabral-Curtis
Subject: East Milton Square

Mr. Cabral-Curtis: We would like to have a more detailed accounting of the reportedly available parking spaces in East Milton. We are very familiar with the area and cannot fathom that there are in excess of 300 on street spaces available. What was the exact area included? Another question is why would private off street spaces (reportedly 670) be included at all in the study? Did this include driveways? It is beyond belief that after all these years now was the time chosen for the traffic review. Will the public be allow to voice concerns and/or ask questions at the 10/20/10 meeting?

We think it is important that it be clear that not everyone uses facebook or twitter. The public should have no question on how to reach someone involved in the project. Right now that is not the fact.

Thank you for your attention to this matter.

Helen & Jack Webb
Brook Road, Milton

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Friday, October 08, 2010 11:34 AM
To: 'JOHN F WEBB'
Subject: Response to Inquiry Regarding East Milton Square Parking & Access Study

Good Morning Helen and Jack,

Thank you for your inquiry regarding the East Milton Square Parking and Access Study; we always appreciate it when members of the public take time to bring us questions and concerns.

With regard to available parking spaces in East Milton Square, we would be happy to clarify how we arrived at our numbers. Back in July of this year we spent a day in East Milton Square inventorying both on-street (curbside) and off-street (parking lot) parking spaces. On-street spaces were counted in one of two ways: if the space was striped, then it was counted as one space. If we were looking at un-striped curbside area, then we measured the length of curb and then divided that length by a standard planning measure of 20 feet being equal to one parking space. Private driveways attached to homes were not counted since they belong to individual home owners.

In terms of the exact area surveyed, I'd urge you to take a look at http://www.eastmiltonsquarestudy.com/Web_Images/Miltn_OnStreet.jpg As you look at that picture, you will see that a greater area than what might be considered "East Milton Square proper" was surveyed and this could be the source of some of your belief that the 300+ figure quoted is high. This was done not to give an inflated sense of available parking, but to give us an understanding of the neighborhoods around East Milton Square which our study seeks to protect from spill-over parking from the square itself.

With regard to off-street parking, that was counted because in many cases, private off-street parking is an under-utilized parking resource which can be repurposed for shared parking. For example, if an office has a private lot for its workers, many of whom are home by 6PM, that lot can then be repurposed in the evening hours for use by patrons of local restaurants or businesses that remain open later. This would require the Town and/or other private businesses to make an arrangement with the private owner.

The project team is well aware that not everybody uses Facebook and Twitter, and we would never dream of using these technologies to completely supplant a traditional public outreach process of face-to-face public meetings. Indeed, we see electronic outreach methods as supporting and enhancing our face-to-face effort. While the meeting on 10/20/10 is aimed primarily at the Business and Citizen's Advisory Committee (BCAC), a project working group constituted by the Milton Board of Selectmen, you are welcome to attend and voice your concerns during the second half of the meeting. The first of three public community meetings is currently being scheduled for this November. This meeting will be advertised in the newspaper, and you are welcome to attend that session as well and provide us with whatever input you wish. Lastly, you are always welcome to email me or call me and share your thoughts about the project. Our goal is to maximize avenues through which you can participate.

Lastly, with regard to my contact information, this has been provided to the Milton Times and the East Milton Patch website. Today, I will be visiting East Milton Square to leave leaflets about the project, including my contact information, with local merchants.

I hope this goes some way to assuaging your concerns. If you have further questions or concerns, please feel free to contact me by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: Bridget Mastandrea <bmastandrea@comcast.net>
Sent: Sunday, October 10, 2010 6:27 PM
To: Nathaniel Cabral-Curtis
Cc: Bridget Mastandrea
Subject: East Milton project

Dear Mr. Cabral-Curtis,

I would like to talk with you about the East Milton project, this week, when you have a chance. I live on Antwerp Street and have worked on getting 4 way stops through the neighborhood as well as worked with the Fruit Center regarding their new parking lot last year. I have made many observation about traffic patterns in the area that I would like to share. You can contact me by email of phone. 617-308-8073.

Thank you,
Bridget Mastandrea

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Tuesday, October 12, 2010 12:57 PM
To: 'Bridget Mastandrea'
Subject: RE: East Milton project

Good Afternoon Bridget,

Thank you for your inquiry regarding the East Milton Square Parking and Access study. Both the Town of Milton and the project team appreciate your interest in the work.

You are of course welcome to call me at 617-482-7080 x326 and we can talk about your observations regarding the area around Antwerp Street, but it sounds from your email that you've been thinking about traffic issues in your neighborhood for some time and if you have some kind of written list, I'd encourage you to share it with me via email. If you can do that, I can forward it directly to my project manager. Of course if you call me, I will pass your thoughts on to her as well.

Please note that we are in the process of scheduling our initial public meeting for mid-November so you will have the opportunity to come to that meeting and voice your thoughts that way as well. I look forward to hearing from you by telephone or email.

Regards & Good Wishes,
-Nate

-----Original Message-----

From: Bridget Mastandrea [mailto:bmastandrea@comcast.net]
Sent: Sunday, October 10, 2010 6:27 PM
To: Nathaniel Cabral-Curtis
Cc: Bridget Mastandrea
Subject: East Milton project

Dear Mr. Cabral-Curtis,

I would like to talk with you about the East Milton project, this week, when you have a chance. I live on Antwerp Street and have worked on getting 4 way stops through the neighborhood as well as worked with the Fruit Center regarding their new parking lot last year. I have made many observation about traffic patterns in the area that I would like to share. You can contact me by email of phone. 617-308-8073.

Thank you,
Bridget Mastandrea

Nathaniel Cabral-Curtis

From: Jean Wilson <jeanmilne@verizon.net>
Sent: Sunday, October 24, 2010 11:31 PM
To: Nathaniel Cabral-Curtis
Subject: MEETING Minutes, September 28, 2010

Nathaniel

I just wanted to thank you for timely documenting the September 28, 2010 meeting. As a concerned resident of Belcher Circle, I was pleased to see that all the main topics of discussion were presented in a clear and concise manner, including those topics which related to my concern of "cut-through" traffic on Belcher Circle.

I look forward to attending the upcoming 3 "Open to the Public" Meetings regarding the EMS Traffic and Access Study.

Jean Wilson

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Monday, October 25, 2010 9:22 AM
To: 'Jean Wilson'
Subject: RE: MEETING Minutes, September 28, 2010

Good Morning Jean,

You are very welcome for the documentation of the meeting of 9/28. Providing an accurate and timely record of meetings is a big part of my job and one in which I take particular pride so your kind words regarding clearness and accuracy are much appreciated.

The initial public meeting will take place on November 3, 2010 (that's the first Wednesday of the month) at the Council on Aging located at 10 Walnut Street. The meeting runs from 6:30 to 8:30 PM and starts a presentation that will be followed by a facilitated question and answer session like the one you participated in on 9/28.

Should you have any further questions or concerns, please don't hesitate to be in touch by telephone or email. I look forward to seeing you again on the 3rd.

Regards & Good Wishes,
-Nate

From: Jean Wilson [mailto:jeanmilne@verizon.net]
Sent: Sunday, October 24, 2010 11:31 PM
To: Nathaniel Cabral-Curtis
Subject: MEETING Minutes, September 28, 2010

Nathaniel

I just wanted to thank you for timely documenting the September 28, 2010 meeting. As a concerned resident of Belcher Circle, I was pleased to see that all the main topics of discussion were presented in a clear and concise manner, including those topics which related to my concern of "cut-through" traffic on Belcher Circle.

I look forward to attending the upcoming 3 "Open to the Public" Meetings regarding the EMS Traffic and Access Study.

Jean Wilson

Nathaniel Cabral-Curtis

From: Frank Schroth <frank@mytownmatters.com>
Sent: Friday, October 22, 2010 7:03 AM
To: Nathaniel Cabral-Curtis
Subject: quick question re:east milton study

Good morning.

My name is Frank Schroth and I publish a web site about Milton, MA. I received a press release from Bill Clark, Milton's Town Planner, last night and I am wondering if it is available in electronic format (e.g. PDF, Word .DC etc) that you could send me. I looked on the Parking study web, your company web site etc.

Thanks in advance.

regards,

Frank

--

Frank Schroth | 02186MyTownMatters

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Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Monday, October 25, 2010 11:08 AM
To: 'Frank Schroth'
Subject: RE: quick question re: east milton study
Attachments: Community_Meeting_Press_Release_for_November_2010_Meeting.pdf; Meeting_Notice_2010-11-3.pdf

Good Morning Frank,

Thank you very much for your inquiry regarding the East Milton Square Parking & Access Study.

Please find attached a PDF version of the release that Bill Clark shared with you. I've also provided you with a PDF version of the shorter meeting notice. If you would carry these on your website, that would be great. If you would like to, you could also put a link to the project website on your site. Also, if you would like to follow the project on Facebook or Twitter, we have feeds for that as well.

Lastly, if you have any questions or concerns about the project, please feel free to be in touch by telephone or email. I will add you to our stakeholder database so you will receive updates at key project milestones.

Regards & Good Wishes,
-Nate

From: Frank Schroth [mailto:frank@mytownmatters.com]
Sent: Friday, October 22, 2010 7:03 AM
To: Nathaniel Cabral-Curtis
Subject: quick question re: east milton study

Good morning.

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Thanks in advance.

regards,

Frank

--

Frank Schroth | 02186MyTownMatters

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Nathaniel Cabral-Curtis

From: Bridget Mastandrea <bmastandrea@comcast.net>
Sent: Monday, October 25, 2010 12:34 PM
To: Nathaniel Cabral-Curtis
Subject: Antwerp Street
Attachments: IMG00031.jpg; IMG00043.jpg

Dear Nathaniel,

Sorry I took awhile to pull this together but here are some observation that I have made over the last 8 years:

Cars use this street as a cut through coming from Quincy and heading south to the highway. The goal of these cut through drivers is to beat the red light by cutting through the neighborhood and they often drive extremely fast. In this first block of Antwerp Street, near Squantum, we have 21 children. A traffic study of Antwerp was done a couple of years ago. Some 500 cars traveled down my block in a single day.

We also have cars using the street to access the Fruit Center Market Place who do not want to have to travel all the way around the square.

In addition, there is a sign when coming out of the Fruit Center that indicates that no right turn should be taken onto Antwerp Street when exiting the parking lot. This was the concession made to the neighborhood when the Fruit Center took down the last house on the street and made it into a parking lot. The sign is not well placed and is more often than not ignored as a result.

Cars often park on Antwerp Street instead of in the Fruit Center parking lot. This create a driving hazard as the street is too narrow to accommodate parked cars on both side and two cars traveling down the street. There is also a corner that make seeing who might be coming while you try to travel this single lane impossible. There were once no parking signs at that end of Antwerp that were not replaced after all the nock downs and renovations of buildings.

Antwerp Street is a very heavily populated street. We have a lot of traffic that travels down the street and should not. We need better traffic calming measure to be taken into account when changes are made to our square.

I have included some pictures of this because it is hard to describe. These pictures were taken on two separate days. These cars are parked on a residential and commercially zoned land. The commercial bit does not have parking spaces because it is not safe but cars park there anyway. You can see that two lanes can not pass and that it is creating a potential hazard not to mention the headache of the traffic jams.

Please let me know if there is any other information that I can provide you with.

Thank you,
Bridget Mastandrea
44 Antwerp Street, Milton

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Monday, October 25, 2010 1:01 PM
To: 'Bridget Mastandrea'
Subject: RE: Antwerp Street

Good Afternoon Bridget,

Thank you for taking the time to put together this very comprehensive email. I knew you were developing this for us and I'm glad you took the time; you have obviously put some real thought into it. The pictures are especially helpful.

While it's too early in the process to speculate on specific changes to be made to individual streets or areas, I do want to take a moment and speak to some of your concerns in a general manner.

We have heard a lot in our previous meetings about the issues associated with cut-through traffic. The project team is going to look at this issue with the goal of reducing cut-through traffic (or at least not worsening it) and protecting residential neighborhoods. We want to implement solutions that help vehicles stay on arterial routes.

Signage is definitely something the project team will be reviewing, especially in terms of parking signage. One of our goals is to ensure that parking and other signage is clear and easy to understand. The project team will also be reviewing zoning in East Milton Square as part of its work.

Lastly, we will have our first community meeting on November 3rd, 2010 at the Council on Aging and you are welcome to attend. The meeting will start at 6:30 and go to 8:30. We'll have a presentation followed by a facilitated Q&A session. If you have further questions or concerns, please feel free to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

-----Original Message-----

From: Bridget Mastandrea [mailto:bmastandrea@comcast.net]
Sent: Monday, October 25, 2010 12:34 PM
To: Nathaniel Cabral-Curtis
Subject: Antwerp Street

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Please let me know if there is any other information that I can provide you with.

Thank you,
Bridget Mastandrea
44 Antwerp Street, Milton

Nathaniel Cabral-Curtis

From: fiveryans@comcast.net
Sent: Thursday, November 04, 2010 5:04 PM
To: Nathaniel Cabral-Curtis
Subject: East Milton

Dear Mr. Cabral-Curtis,

I am writing regarding the East Milton Square parking study. I live in Milton on Courtland Circle. The intersection of Courtland Circle and Granite Avenue is only a few feet away from the northbound on ramp to I 93.

I didn't think that the square parking issue affected us in our neighborhood, but I wanted to make you aware of a situation that occurred a couple years back. Changes to the flow of traffic in the past have led to a dangerous backup at this intersection. It is the only exit on our street.

Please see below my correspondance with Walter Heller (former head of the Milton DPW)

Thank you,

Susanna Ryan

Dear Ms. Rayn,

We all have looked at the situation and I will get the "no turn on red" sign back up with "from 7:00am - 9:00am" added to it. Please tell me if this alviates your problem.

Sincerely,
Walter Heller

-----Original Message-----

From: fiveryans@comcast.net [mailto:fiveryans@comcast.net]
Sent: Wednesday, September 24, 2008 12:38 PM
To: Walter Heller
Cc: Kathryn Fagan
Subject: Courtland / Granite Intersection

Hello Walter,

Sorry, this is a long one...

I am writing to see if you can offer some assistance with an ongoing problem that is occurring with traffic at the intersection of Courtland Circle (my street) and Granite Avenue.

This problem started about a year ago with the removal of a No Turn On Red sign one mile south of us on Granite Avenue. This was a sign on Granite Avenue directing the traffic driving westbound on Squantum Street turning right (northbound) onto Granite. The removal of this sign I'm sure, alleviated a backup on Squantum...the problem is, that during morning commuting times, this constant flow of traffic is now

stopped in front of Courtland Circle and Thistle Avenue because of the back up on the Northbound Expressway ramp just a few yards from our Street.

If Granite were just a two lane road like Squantum, this would not be a problem, however, Granite is a four lane highway, and while the outside lane is stopped waiting to get on the expressway, and usually kindly let us out, the inside lane is continuing at 55 miles per hour! When Thistle and Courtland are exiting Southbound on Granite we risk our lives every time. We are blindly exiting into 55 mile per hour traffic, that can't see us coming out, every morning, and it is our only way out. Our school bus loaded with children makes this daring escape each morning. This has been the scene of numerous accidents over the years including many of my neighbors.

Several months ago I stopped to talk to a police office who was sweeping up glass from accident that had just occurred at the intersection and I asked him what we could do. Our entire neighborhood was affected by this. He told me that Granite was a state controlled road and that any sign changes would have to go through them. So I contacted John Gregg at Mass Highway, (781-641-8485) he told me that the sign must have fallen down because they he didn't see any approval to have it removed. He had the sign put back up, and our problem was solved. My neighbors were thrilled. A few months after that, the sign was down again. I have contacted John Gregg again and urged him to talk to Milton to discuss this problem. He said he would have the sign put back up. It is still not back.

Since this time, I have talked to a person who thought that Milton may have removed the sign to reduce traffic through the neighborhoods, not realizing the effect one mile down the road. This is understandable, however it appears that a traffic annoyance has been solved with the effect of creating an extremely treacherous intersection.

I don't know where to go now, I thought going through the state was the proper channel, but if you could advise me on what to do at this point, I would appreciate it. A traffic light would solve the problem, but I know that is a huge expense. My neighbors are talking about petitioning for a police detail until this problem is solved. It would be the only safe way for the bus to exit. I would invite you to come to our intersection to see what we are dealing with. This only effects us Monday through Friday from about 7:30 AM until about 9:00 AM. Please let me know how this problem can be solved. I hope you will concur as to the urgency of the situation.

Sincerely,
Susanna Ryan (and all my neighbors)
23 Courtland Circle
(617)696-6179

—

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Friday, November 05, 2010 10:08 AM
To: 'fiveryans@comcast.net'
Subject: Response to Inquiry Regarding East Milton Square Parking & Access Study

Good Morning Susana,

Thank you for your inquiry regarding the East Milton Square Parking and Access Study; the project team always appreciates it when a member of the community takes the time to bring us questions or concerns.

I've taken a look at your neighborhood on Google Earth and while you fall outside our study area for parking, you are at the northern edge of our study area for traffic. While a major focus of the study is parking, the project team is aware that the speed and volume of traffic moving through the study area is also an issue of significant concern. With your correspondence with Walter Heller in hand, we can analyze any changes to traffic patterns we propose for East Milton Square to ensure that they do not lead to a worsening of the issues you lay out in your email.

I will place your address in the email database for our project so that you can receive emails regarding major project milestones. Our next community meeting is tentatively scheduled for February, 2011 and if you would like, you are more than welcome to attend and give us your thoughts. In the meantime, I encourage you to visit the project website, www.eastmiltonsquarestudy.com and sign up to follow the project on Facebook and Twitter.

If you have any further questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: fiveryans@comcast.net
Sent: Friday, November 05, 2010 1:02 PM
To: Nathaniel Cabral-Curtis
Subject: Re: Response to Inquiry Regarding East Milton Square Parking & Access Study

Thank you for the quick reply Nate.
I appreciate you keeping our neighborhood in mind.

Best regards,
Susanna

----- Original Message -----

From: "Nathaniel Cabral-Curtis" <ncabral-curtis@hshassoc.com>
To: fiveryans@comcast.net
Sent: Friday, November 5, 2010 10:07:59 AM
Subject: Response to Inquiry Regarding East Milton Square Parking & Access Study

Good Morning Susana,

Thank you for your inquiry regarding the East Milton Square Parking and Access Study; the project team always appreciates it when a member of the community takes the time to bring us questions or concerns.

I've taken a look at your neighborhood on Google Earth and while you fall outside our study area for parking, you are at the northern edge of our study area for traffic. While a major focus of the study is parking, the project team is aware that the speed and volume of traffic moving through the study area is also an issue of significant concern. With your correspondence with Walter Heller in hand, we can analyze any changes to traffic patterns we propose for East Milton Square to ensure that they do not lead to a worsening of the issues you lay out in your email.

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If you have any further questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: fiveryans@comcast.net
Sent: Friday, November 05, 2010 2:03 PM
To: Nathaniel Cabral-Curtis
Subject: Re: Response to Inquiry Regarding East Milton Square Parking & Access Study

I'm so glad that you understand. Our outlet is further complicated by the fact that we exit to a four lane road. When the outside Granite Ave. lane is backed up at the end of our street, the inside lane is flying past them. We can't see the inside lane cars when we try to creep out. It's really dangerous, we really should have a traffic light.

Thank you again for hearing my concerns.

Susanna

----- Original Message -----

From: "Nathaniel Cabral-Curtis" <ncabral-curtis@hshassoc.com>
To: fiveryans@comcast.net
Sent: Friday, November 5, 2010 1:39:44 PM
Subject: RE: Response to Inquiry Regarding East Milton Square Parking & Access Study

Good Afternoon Susanna,

It's my pleasure to get you a prompt response. I've already forwarded your note to our project manager and we'll definitely keep it in mind.

Looking a little bit closer on the aerial photos I see that there's only one outlet/inlet for your neighborhood so having safe access makes a big difference. I live on a dead-end street myself that ends in Jamaica Plain's busy Washington Street so I definitely understand your point of view on this issue.

Remember, as the project's public involvement specialist, I am here for you as a resource. Feel free to be in touch any time.

Regards & Good Wishes,
-Nate

From: fiveryans@comcast.net [mailto:fiveryans@comcast.net]
Sent: Friday, November 05, 2010 1:02 PM
To: Nathaniel Cabral-Curtis
Subject: Re: Response to Inquiry Regarding East Milton Square Parking & Access Study

Thank you for the quick reply Nate.
I appreciate you keeping our neighborhood in mind.

Best regards,
Susanna

----- Original Message -----

From: "Nathaniel Cabral-Curtis" <ncabral-curtis@hshassoc.com>

To: fiveryans@comcast.net
Sent: Friday, November 5, 2010 10:07:59 AM
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If you have any further questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: Leslie Will <leslie.will@comcast.net>
Sent: Monday, November 15, 2010 10:15 PM
To: Nathaniel Cabral-Curtis
Subject: Public Meeting

Nate –

I am so disappointed that I missed the Public Meeting for the East Milton project on November 3rd. I was hoping to see some kind of a summary or some way to “catch up” with what went on? Was it recorded so that I could review it or what would you suggest?

Please accept my apology for missing this important event.

Sincerely,
Leslie Will
BCAC Member

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Tuesday, November 16, 2010 12:44 PM
To: 'leslie.will@comcast.net'
Subject: 1st Community Meeting

Good Morning Leslie,

Thank you for your inquiry regarding the recent community meeting. Don't worry about missing the session; we have an additional BCAC meeting coming up in December (remember to save 12/15 for us) and there will be two more community meetings as part of the process.

The meeting minutes have been completed and are currently with Bill Clark for approval prior to posting to the project website. In the meantime, I'd be happy to provide you with a listing of key themes that came out of the meeting. If you read through them and review the PowerPoint we gave (provided on the web) it should be a pretty decent "appetizer" to the "main course" of the minutes.

Key themes of the meeting included:

- People are pleased that we are factoring bicycles and pedestrians into our calculations for the square.
- There's a lot of concern about the speed and volume of cut-through traffic which is also something we'll be looking at. Some folks opined that cut-through traffic has grown steadily over the past few years. As you read the minutes, it almost seems like people are vying to have the worst cut-through traffic on their street. I'd say this was the big one we heard about.
- A number of folks would like to have the next community meeting in East Milton. As Bill explained we had tried for Cunningham Hall, but they'd had baseball sign-ups on the night of 11/3. We'll try again for the next community session.
- The evaluation criteria were presented and I'd say people were comfortable with them as written. Certainly nobody piped up and said they were all wrong.

I imagine that Bill should give me the word to go ahead and post the minutes soon. I'll send a note your way when they are up. If you have any other questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: Leslie Will <leslie.will@comcast.net>
Sent: Tuesday, November 16, 2010 9:06 PM
To: Nathaniel Cabral-Curtis
Subject: RE: 1st Community Meeting

Nate –

Thank you for the feedback. It is good to hear that it went so smoothly and that people have a forum to get their thoughts and ideas included in the work. I have recently joined Fitness Unlimited so I am spending even more time in East Milton. I agree that the traffic is moving too fast; not only on the side streets but on the main drag itself. I don't think that there are any speed limits posted in the area of Basset Street and Granite Ave. I was getting back into my car, parked on the right hand side of Granite Ave. between Basset and Antwerp, at around 5:20PM on Monday evening and it really did cross my mind that it would not be too hard to get hit by one of the cars accelerating out of the square. I had to stand plastering myself against my driver's side door until there was a break in the traffic before I could open the door and get into the car. Solving all these problems is a wonderful challenge and opportunity to make such a difference in people's daily lives. It is an exciting project.

Leslie

From: Nathaniel Cabral-Curtis [mailto:ncabral-curtis@hshassoc.com]
Sent: Tuesday, November 16, 2010 12:44 PM
To: leslie.will@comcast.net
Subject: 1st Community Meeting

Good Morning Leslie,

Thank you for your inquiry regarding the recent community meeting. Don't worry about missing the session; we have an additional BCAC meeting coming up in December (remember to save 12/15 for us) and there will be two more community meetings as part of the process.

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Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Wednesday, November 17, 2010 9:20 AM
To: 'Leslie Will'
Subject: RE: 1st Community Meeting

Good Morning Leslie,

Thanks for your return note. I hope you find a fitness regimen to your liking. I began mine in college, stuck to it as best I could through the various odd jobs I had after that, and then through graduate school and work up to today. I find it's the very best way to transition between work and home.

Your note is the first I've heard about traffic boiling through on the main street, it seemed to be pretty slow when I was there a few times, but that doesn't mean it doesn't get to moving right along during the PM peak when you were there. I'll make sure Keri knows about your observation.

I'll check in with Bill later today about the minutes and see where he is with them.

Regards & Good Wishes,
-Nate

From: Leslie Will [mailto:leslie.will@comcast.net]
Sent: Tuesday, November 16, 2010 9:06 PM
To: Nathaniel Cabral-Curtis
Subject: RE: 1st Community Meeting

Nate –

Thank you for the feedback. It is good to hear that it went so smoothly and that people have a forum to get their thoughts and ideas included in the work. I have recently joined Fitness Unlimited so I am spending even more time in East Milton. I agree that the traffic is moving too fast; not only on the side streets but on the main drag itself. I don't think that there are any speed limits posted in the area of Basset Street and Granite Ave. I was getting back into my car, parked on the right hand side of Granite Ave. between Basset and Antwerp, at around 5:20PM on Monday evening and it really did cross my mind that it would not be too hard to get hit by one of the cars accelerating out of the square. I had to stand plastering myself against my driver's side door until there was a break in the traffic before I could open the door and get into the car. Solving all these problems is a wonderful challenge and opportunity to make such a difference in people's daily lives. It is an exciting project.

Leslie

From: Nathaniel Cabral-Curtis [mailto:ncabral-curtis@hshassoc.com]
Sent: Tuesday, November 16, 2010 12:44 PM
To: leslie.will@comcast.net
Subject: 1st Community Meeting

Good Morning Leslie,

Thank you for your inquiry regarding the recent community meeting. Don't worry about missing the session; we have an additional BCAC meeting coming up in December (remember to save 12/15 for us) and there will be two more community meetings as part of the process.

The meeting minutes have been completed and are currently with Bill Clark for approval prior to posting to the project website. In the meantime, I'd be happy to provide you with a listing of key themes that came out of the meeting. If you read through them and review the PowerPoint we gave (provided on the web) it should be a pretty decent "appetizer" to the "main course" of the minutes.

Key themes of the meeting included:

- People are pleased that we are factoring bicycles and pedestrians into our calculations for the square.
- There's a lot of concern about the speed and volume of cut-through traffic which is also something we'll be looking at. Some folks opined that cut-through traffic has grown steadily over the past few years. As you read the minutes, it almost seems like people are vying to have the worst cut-through traffic on their street. I'd say this was the big one we heard about.
- A number of folks would like to have the next community meeting in East Milton. As Bill explained we had tried for Cunningham Hall, but they'd had baseball sign-ups on the night of 11/3. We'll try again for the next community session.
- The evaluation criteria were presented and I'd say people were comfortable with them as written. Certainly nobody piped up and said they were all wrong.

I imagine that Bill should give me the word to go ahead and post the minutes soon. I'll send a note your way when they are up. If you have any other questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

Howard/Stein-Hudson Associates

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- Transportation Planning
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Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Thursday, November 18, 2010 11:04 AM
To: 'love.s@comcast.net'
Subject: Response to your inquiry regarding the East Milton Square Parking & Access Study

Good Morning Susan,

It was my pleasure to meet you at our recent community meeting. I'm happy that you found the meeting and the presentation to be helpful. Rest assured that we are definitely hearing the community surrounding East Milton Square loud and clear with regard to its concern over the speed and volume of cut-through traffic. It is most definitely on our radar screen, and while nobody in the project team is going to forget it, as the public involvement specialist I will make sure the issue is injected into all of our deliberations as we develop alternatives for the Square.

With regard to getting on the police department agenda, I can sympathize with you, but I would also hasten to suggest that given the concerns about cut-through traffic on Governors Road that the project team has heard about at previous meetings, it is entirely possible that Governors Road needed its own meeting. In other words, I don't think that your police department is making an effort to minimize your concerns. I will share your note with Bill Clark, the planning director, and perhaps he can assist you with getting on the agenda.

As you are probably aware, projects like the East Milton Square Parking & Access Study have a scope, a list of items the budget is expected to cover, and a budget which is supposed to pay for everything in the scope. Additional meetings such as the one you are requesting can run to real money and so I am again going to defer to Bill Clark to see if he is willing to allow us some wiggle room in our scope to meet with you.

In the meantime, I would suggest that you make the circuit of your friends and neighbors in the Belcher/Bates/Brackett/Granite neighborhood and pull together your observations regarding cut-through traffic. Think about the following items in relation to a normal day: when does cut-through traffic seem the worst? (AM, PM, midday?) What types of vehicles are cutting through? (Private cars, big trucks?) What sorts of traffic calming might your neighborhood be comfortable with? (Raised cross-walks, raised intersections, speed bumps etc?) If you email such a list to me, I can make sure it is factored into our efforts.

Once again, it was a pleasure to meet you on the 3rd. I apologize for this response having taken a while to reach you; it's been pretty busy around here. If you have any questions or concerns, please feel free to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: Maureen O'Shea <mfmoshea@verizon.net>
Sent: Saturday, December 18, 2010 5:50 PM
To: Nathaniel Cabral-Curtis
Subject: Re: Please keep those surveys coming

Hi Nate,

I am watching the re televised version of the meeting and really regretting not being there. Do not punish people with meters and fines, parking tickets, non-paid tickets and the registry of motor vehicle ahhhhhhhhh!!!!!!!

why does everyone want to punish.

In the short run pave over the closed library back lot and lease to the post office.

look into the empty lot on mechanic st.

again sorry for the non attendance,

Brian O'Shea

On Dec 8, 2010, at 10:13 AM, Nathaniel Cabral-Curtis wrote:

Good Morning BCAC Members,

Imagine my good cheer when I discovered that the number of completed BCAC surveys had doubled upon checking my survey monkey account this morning! For everyone who has completed the web survey, thank you very much!

Since I cannot tell who took which survey, please accept my apologies for sending blanket emails over and over again. If you have yet to take the survey, please try to complete it by close of business tomorrow. We will be discussing the results on Wednesday next week, and your last day to take the survey is tomorrow, so your responses are very important. The survey can be found at http://www.surveymonkey.com/s/BCAC_survey and if you don't want to take the web version, you can call me and I'll note your responses.

If anyone has any questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,

-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Maureen O'Shea

mfmoshea@verizon.net

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Tuesday, December 21, 2010 9:43 AM
To: 'mfmoshea@verizon.net'
Subject: Response to Inquiry Regarding East Milton Square Parking & Access Study

Good Morning Brian,

I'm glad you were able to catch the televised version of the BCAC meeting and as always, thank you for your email and your contributions to the project.

The project team's goal in *potentially* installing parking meters or *possibly* increasing police enforcement of your existing parking regulations is not intended to be a spiteful effort to punish folks who park in East Milton Square.

The time regulations that are in place in most of East Milton Square are there to encourage turnover, or put another way to ensure that one car does not occupy a parking space all day. A great deal of study and experience has shown that turnover and the efficient use of parking helps a business district like East Milton Square thrive; this is part of the reason such regulations are set up in the first place.

Having taken part in all of our two-day, 23-hour parking turnover effort, I can tell you that among the top issues regarding parking in the Square are that cars regularly overstay the time limits on the spaces in which they are parked, not by a few minutes or a half hour, but often several hours. Additionally, I personally spotted vehicles parked in crosswalks, on sidewalks, and facing the wrong way in parking spots. The first condition is detrimental to local business, and the second is dangerous for pedestrians and other motorists. These are the sorts of issues improved enforcement of regulations can address.

With regard to your suggestions on creating additional parking, this may well be in the Square's long-term future. However, it is likely that creating it would have to go through some sort of environmental permitting process. That process would include an assessment of how well your existing parking is operating, which unfortunately, at present, is not very well, which could in turn hinder efforts to create additional parking.

Lastly, please don't worry about missing the meeting. A commitment like the BCAC is a big one and people will always miss a meeting or two. The January meeting will have more on the parking – specific numbers – and so that's one that you should definitely try to attend.

If you have any further questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: tina b <cbiagiotti@comcast.net>
Sent: Thursday, September 02, 2010 8:58 AM
To: Nathaniel Cabral-Curtis
Subject: governors rd

I am writing in response to the traffic survey being done in E. Milton, as a resident at 131 Governors Rd. About 2 weeks ago, it seems as if a survey was being done for volume and speed measurements at 84-90 Governors Rd. While traffic this week (starting 8/30) is at a very high level due to local construction on Adams Street, with a number of other local cut-throughs being closed, the week that the cables were present likely does not represent the usual traffic situation on this street. August, as I'm sure you are aware, is a slower commuting month due to vacations; when the expressway is lighter, there will be less volume in the Square, and the surrounding local roads.

I would strongly suggest that in order to get accurate data in this regard, this survey should be performed again, after Labor Day. The residents of this street have been diligently working with all departments within the town to arrive at some solutions to address the volume and speed on this residential road, and for your company to have valid data is very important in order for all of the neighborhoods surrounding East Milton Square.

If I am incorrect in assuming that you are the company responsible for this, please let me know.

Thank you for your time,

Tina Biagiotti
131 Governors Rd.
(617) 696-7817
cbiagiotti@comcast.net

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Thursday, December 23, 2010 3:10 PM
To: 'tina b'
Subject: RE: governors rd

Good Afternoon Tina,

Thank you for your inquiry regarding the East Milton Square Parking and Access Study; we always appreciate it when members of the community take the time to reach out to the project with questions and concerns.

I confess to being entirely flabbergasted as to how your email has not been delivered to me in the three months and several weeks since its stamped send date of September 2nd, 2010. This has never, ever happened to me before and I have requested that our IT department determine why I did not receive your email until today. Please rest assured that I take responding to emails from the community seriously and that had I received your email in September I would have responded to it directly.

With regard to your question, our traffic counts for the East Milton Square project were done in June of 2010 prior to school letting out for the summer, to capture that stronger commuter presence you speak of in your email, and for the intersection of Adams Street/Centre Street/Pleasant Street in December following the shut-down of the MWRA project for the winter. I agree with you that valid data for this project is very important and that we need solid numbers. For this reason we delayed a number of data collection elements to coincide with the shut-down of the MWRA job in December.

Once again, please accept my sincere apologies for this bizarre set of circumstances. If you have any further questions or concerns, I invite you to telephone me at 617-482-7080 x236. Please be advised that I will be away for the holidays from 12/24 until 1/3, but happy to speak with you then.

Regards & Good Wishes,
-Nate

From: tina b [mailto:cbiagiotti@comcast.net]
Sent: Thursday, September 02, 2010 8:58 AM
To: Nathaniel Cabral-Curtis
Subject: governors rd

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company to have valid data is very important in order for all of the neighborhoods surrounding East Milton Square.

If I am incorrect in assuming that you are the company responsible for this, please let me know.

Thank you for your time,

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131 Governors Rd.
(617) 696-7817
cbiagiotti@comcast.net

Nathaniel Cabral-Curtis

From: MaryAnn Folan <mafolan@comcast.net>
Sent: Friday, December 24, 2010 8:31 AM
To: Nathaniel Cabral-Curtis
Subject: Please Add me to the Stakeholder Database

Good morning...

I live in East Milton and I just read an article in the Milton Times concerning the East Milton Traffic Study.

I will be brief ...

I couldn't agree more with HSH's Kerri Pyke...she is right on. There is very little enforcement of parking regulations and stop signs!

I see people parking anywhere and everywhere and then I turn into the parking lot behind Starbucks- at least 4-5 spots available!

Ms. Pyke also mentioned a huge contribution to the traffic issues in East Milton and that is the cut through of East Milton! When people are driving fast and just trying to get through the square as fast as they can it makes it difficult for one to pause and find the parking space. I know that we in East Milton have complained to the Police throughout the years about the lack of enforcement of stop signs and speed limits.

A no left sign was placed at Belcher Circle...it is completely ignored...everyday.

If you go to Brackett street in the early am...hold onto to your hats. The cars are flying to bypass the square. There are three sets of buses traveling through these streets in the morning.

We have asked for stop signs and do not enter during high speeding traffic times.

I ask please that you also investigate what lies behind the storefronts of East Milton as the lack of regard for stop signs and traffic/parking regulations is also a part of the ongoing issues in East Milton.

East Milton is more than the storefronts. ...please look beyond the Main Streets.

The mentality of park and go has to go...maybe a more greener look at East Milton- be healthy ...walk ..or post how little steps it takes to get to the cleaners or coffee shop from other locations.

A big taker of spots is the gym...surely the healthy attitude would resonate with that clientele?

I hope this email reaches the right person...I applaud Ms Pyke...she is correct. Bravo.

Where is the next meeting? The article states the date but not the location.

Please forward this to Ms. Pyke.

Thank you.

Mary Ann Folan

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Monday, January 03, 2011 11:56 AM
To: 'MaryAnn Folan'
Subject: RE: Please Add me to the Stakeholder Database

Good Morning Mary Ann,

Thank you for your kind words regarding the East Milton Square Parking & Access Study. Your comments about Keri Pyke as especially appreciated; I work with Keri on this project and I have already forwarded your comments to her. Please note that I have also added you to the stakeholder database. If use them, you can also follow the project on FaceBook and Twitter. If you'd like to sign up, please visit <http://www.eastmiltonsquarestudy.com/overview.html>. This will bring you to the project website which I invite you to explore.

With regard to parking, your comments seem to align with what we saw in the field during our observations of parking conditions on December 9th and 11th. The project team will be posing some possible solutions to this issue. We have also heard about the problem of cut-through traffic in the neighborhoods "behind the storefronts," as you term them, loud and clear in all of our meetings and we will be working to address that as well. Belcher Circle and Brackett Street have both come up for discussion several times and so we'll be keeping them in mind.

We are also trying to think about a greener, more pedestrian and bicycle friendly East Milton Square that encourages walking and cycling as alternatives to driving. Hopefully, that will also help to ease parking and congestion issues.

With regard to the next meeting, the Business and Citizen's Advisory Committee (BCAC) is set to meet on 1/12/11. While the meetings of the BCAC are open to the public and community members are welcome, the BCAC sessions are working meetings of a committee and so comments from the public have to wait until the end of the meeting. Personally, I would encourage you to come to our next community meeting which is tentatively slated for early March of this year. In the public meetings, your comments come first and the BCAC members are there to hear from you. You'll get plenty of advance notice about that meeting once we firm up the exact date. Also, if there are other observations or thoughts you have, I invite you to send them my way via email. If you would like to attend a BCAC session, please feel free to email me and I'll send you the particulars.

Regards & Good Wishes,
-Nate

-----Original Message-----

From: MaryAnn Folan [mailto:mafolan@comcast.net]
Sent: Friday, December 24, 2010 8:31 AM
To: Nathaniel Cabral-Curtis
Subject: Please Add me to the Stakeholder Database

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Please forward this to Ms. Pyke.

Thank you.

Mary Ann Folan

Nathaniel Cabral-Curtis

From: kenneth caldwell <kmcaldwell1@verizon.net>
Sent: Monday, January 17, 2011 9:32 PM
To: Nathaniel Cabral-Curtis
Subject: East Milton Parking

East Milton Parking & Access Study

Memorandum

To: Keri Pyke, Howard/Stein-Hudson
From: Ken Caldwell, BCAC Member
Date: January 17, 2011

Subject: Suggestions on Short/Long-Term Solutions East Milton Square

The purpose of this memorandum is to follow up on your suggestion, made at the Business and Citizens Advisory Committee (BCAC) meeting of December 15th, that committee members supplement our discussion of short and long-range solutions with additional suggestions before reconvening in January. The suggestions and comments presented herein reflect my opinions based on the information and discussion shared at previous BCAC meetings, conversations with East Milton neighbors and my personal observations over the past 45 years.

Before offering my suggestions for review by your staff and consideration by the committee as-a-whole, I believe it is important to note that I approach this project based on the following assumptions:

- East Milton is the most-densely-populated neighborhood in the town.**
- East Milton Square serves as the locus of the town's principal business district.**
- East Milton is fractured, not by one, but by three major thoroughfares (Route 93, Adams Street and Granite Avenue) which are among the most heavily travelled roadways in the region.**
- East Milton traffic congestion not only has increased significantly but also has invaded the residential side streets, which have been transformed into "short cuts" around the square during peak commute hours. This increased congestion has created not only a major public safety problem but also an environmental "headache" for the residents.**
- East Milton residents enjoy very limited "green space" in comparison with other neighborhoods in the town.**
- The East Milton federally-funded deck was built both to "reunite" East Milton with the rest of the town and to provide an esthetic and tranquil "oasis" designed to**

offset the environmental pollution created by the ever-increasing number of cars, buses, trucks and other vehicles using the interstate roadway.

- **The funding from all sources (i.e. local, state, federal and private) needed to fully address East Milton’s traffic, parking and other facility upgrades will not be available in the near term given the current fiscal climate. Consequently, the cost of short-term recommendations should be realistic and kept to a minimum. However, given an upswing in the economy, the mid and long-range proposals might support more ambitious and costly interventions; thereby providing additional time for detailed planning, engineering studies and the lobbying necessary to acquire funding and public support. Given the aforementioned assumptions, my recommendations to the BCAC for the short term (Spring through Fall, 2011) are as follows:**

- 1. Complete the plan and submit to the Board of Selectman for review, input, and approval.**
- 2. Prioritize Implementation of Traffic Flow and Parking Recommendations Spring.**

Recommendations dealing with “traffic flow and parking” should be prioritized and funded from available Parking Study Budget funding. In addition, these recommendations can be implemented during the summer and fall of 2011, after the MWRA has completed the water main project which includes the resurfacing of Adams Street and East Milton Square. A subset of this recommendation should urge the Board of Selectmen to instruct the MWRA to conduct and complete its work on the project in front of St. Agatha School only when school is NOT in session (e.g. April school vacation or summer vacation). This schedule will help ensure child safety and reduce traffic congestion on Adams Street.

- 3. Expressway Ramp Traffic Flow – Retain the current traffic flow on and off the expressway.** My assumption is that traffic consultants engaged in the planning of the Southeast Expressway recommended the construction of ramps and roadways designed to keep traffic flowing freely and to provide pressure release points where traffic “bottlenecks” might develop on the expressway. My recommendation, at this point in time, is to retain the existing North and South ramps at Granite Avenue, at Bryant Avenue and at West Squantum Street.

- 4. Traffic Flow in the Square**

- **Convert Franklin Street between Bassett Street and Adams Street to a one way street running from West to East, that is Bassett to Adams Street.**

This change will prevent traffic flowing both ways on Adams Street from making both right and left turns onto Franklin Street and/or as a way to avoid the traffic signal at

the intersection of Granite Ave. and Adams Street. It will also prevent cars exiting Dunkin Donuts from crossing both lanes of Adams Street in order to enter Franklin Street thereby holding up traffic moving in both directions on Adams Street. This change will allow for the designation of a “Delivery Zone” on Franklin Street next to Abby Park Restaurant for the delivery of goods to that and other nearby buildings.

- **Retain Mechanic Street as one-way street.**

The one-way traffic pattern now existing on Mechanic Street (i.e. one way from Adams Street to Granite Avenue) should be maintained to enable drivers seeking a parking space on the south side of Adams Street to circle the block.

- **Develop a traffic flow plan for Granite Place and Belcher Circle.**

Consult residents of Granite Place and Belcher Circle regarding changes needed in traffic flow designed to reduce traffic “cut through” and promote child safety in their neighborhood. A subcommittee should be established to meet with them and to report back to the BCAC within 30 days.

- **Governors Road should be converted from a two-way to a one-way street from Edge Hill Road to the Quincy Line.**

This recommendation is made to address the problem of cars cutting through Milton to avoid the traffic in East Milton Square. It is also designed to eliminate the long-expressed safety concerns for young children made by the residents.

5. Directional and lane markings should be applied to Adams Street at a point approaching the Post Office.

Markings designating three lanes with arrows directing traffic to take either a left turn, straight ahead or right turn. These markings should be affixed to the street just beyond the parking lot exit of the Jesson Building in order to direct traffic flow approaching the Square and Granite Avenue.

6. Parking Recommendations

- **The maximum authorized public parking time in East Milton Square should be between 7:00 AM and 5:00 PM on Monday through Saturday for a maximum time of one hour, with the following exceptions:**
 - a. **Service Parking Areas - 8 hours**
 - b. **Handicapped Parking – Determine number required and assign spaces in one hour locations**
 - c. **Adams St. from Jesson Bld. To Mechanic St. -1 hour**
 - d. **Bassett St. and Public Parking Lot@ Mkt Pl 1 hour**
 - e. **Granite Ave. - Quincy Line to Adams St. – 30 min**

- f. Granite Ave. – Bassett St. to Wood St. – 30 min
- g. Granite Ave. –Angle parking next to Exway 1 hour
- h. Granite Ave. – Opposite Funeral Home – 1 hour
- i. Hollis St. and Edge Hill Rd. at Post Office 15 min
- j. Edge Hill Rd. from Post Office to Governors Rd.4hr
- k. Edge Hill Rd. from Grafton Ave. to Gov. Rd. 4 hrs
- l. Grafton Ave. to Bryant Ave. No Parking Allowed
- m. Bryant Ave. – Add 4 additional service spaces
- n. Boulevard Ave. Bridge –Establish 4 parking spaces,
(No parking had previously existed.)

7. Signage Recommendations.

Appropriate street markings identifying authorized parking spaces and signage should be installed designating these areas and parking time limits.

8. Enforcement of Recommendations.

These recommendations will only be effective if they are properly monitored and enforced. It is recommended that a part time parking monitor be hired by the Milton Police Department and be empowered to enforce these parking regulations. In the initial year of implementation, funding for the position should be designated in the project budget.

9. Establish an “East Milton Park Commission.”

The BCAC should recommend that the Board of Selectmen establish an East Milton Park Commission the purpose of which will be to work with a landscape architect to design a plan to make the “Park in the Square” a visually and asthetically pleasant location in which to spend some time and in which activities might be scheduled. In addition to developing such a plan, the commission might marshall the resources of the town in maintaining the park and in raising funds to support their efforts. The Park at Post Office Square in downtown Boston serves as an example of the potential for a small park in a congested area.

Recommendations for the mid and long term

The focus of the mid term activities should the identification of space for additional parking. I would lije to suggest that inquires be made relative to the acqusition of the three or four properties on Bassett and at the corner of Franklin Street located behind theAdams Street and Granite Avenue

stores. This would provide additional parking space at a more reasonable and affordable cost than constructing a parking area over the northbound expressway.

The parking area over the expressway is a recommendation which might be considered for a long term solution ,if and when federal funding becomes available.

Cc:Bill Clark

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Tuesday, January 18, 2011 9:47 AM
To: 'kenneth caldwell'
Subject: RE: East Milton Parking

Good Morning Ken,

Thank you very much for this comprehensive set of ideas; there sure is plenty here for us to chew over and I hope you will make some of these points again at tonight's BCAC meeting. I will forward this to Keri who will determine how best to proceed with analyzing your recommendations.

On the topic of tonight's meeting, I *believe* we are still having it. I have not received instructions from Bill Clark requesting a 2nd postponement, but please watch your email as the day goes by.

Regards & Good Wishes,
-Nate

From: kenneth caldwell [mailto:kmcaldwell1@verizon.net]
Sent: Monday, January 17, 2011 9:32 PM
To: Nathaniel Cabral-Curtis
Subject: East Milton Parking

East Milton Parking & Access Study

Memorandum

To: Keri Pyke, Howard/Stein-Hudson
From: Ken Caldwell, BCAC Member
Date: January 17, 2011

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- East Milton Square serves as the locus of the town’s principal business district.
- East Milton is fractured, not by one, but by three major thoroughfares (Route 93, Adams Street and Granite Avenue) which are among the most heavily travelled roadways in the region.
- East Milton traffic congestion not only has increased significantly but also has invaded the residential side streets, which have been transformed into “short cuts” around the square during peak commute hours. This increased congestion has created not only a major public safety problem but also an environmental “headache” for the residents.
- East Milton residents enjoy very limited “green space” in comparison with other neighborhoods in the town.
- The East Milton federally-funded deck was built both to “reunite” East Milton with the rest of the town and to provide an esthetic and tranquil “oasis” designed to offset the environmental pollution created by the ever-increasing number of cars, buses, trucks and other vehicles using the interstate roadway.
- The funding from all sources (i.e. local, state, federal and private) needed to fully address East Milton’s traffic, parking and other facility upgrades will not be available in the near term given the current fiscal climate. Consequently, the cost of short-term recommendations should be realistic and kept to a minimum. However, given an upswing in the economy, the mid and long-range proposals might support more ambitious and costly interventions; thereby providing additional time for detailed planning, engineering studies and the lobbying necessary to acquire funding and public support. Given the aforementioned assumptions, my recommendations to the BCAC for the short term (Spring through Fall, 2011) are as follows:

1. Complete the plan and submit to the Board of Selectman for review, input, and approval.
2. Prioritize Implementation of Traffic Flow and Parking Recommendations Spring.

Recommendations dealing with “traffic flow and parking” should be prioritized and funded from available Parking Study Budget funding. In addition, these recommendations can be implemented during the summer and fall of 2011, after the MWRA has completed the water main project which includes the resurfacing of Adams Street and East Milton Square. A subset of this recommendation should urge the Board of Selectmen to instruct the MWRA to conduct and complete its work on the project in front of St. Agatha School only when school is NOT in session (e.g. April school vacation or summer vacation). This schedule will help ensure child safety and reduce traffic congestion on Adams Street.

3. **Expressway Ramp Traffic Flow – Retain the current traffic flow on and off the expressway.** My assumption is that traffic consultants engaged in the planning of the Southeast Expressway recommended the construction of ramps and roadways designed to keep traffic flowing freely and to provide pressure release points where traffic “bottlenecks” might develop on the expressway. My recommendation, at this point in time, is to retain the existing North and South ramps at Granite Avenue, at Bryant Avenue and at West Squantum Street.

4. **Traffic Flow in the Square**

- **Convert Franklin Street between Bassett Street and Adams Street to a one way street running from West to East, that is Bassett to Adams Street.**

This change will prevent traffic flowing both ways on Adams Street from making both right and left turns onto Franklin Street and/or as a way to avoid the traffic signal at the intersection of Granite Ave. and Adams Street. It will also prevent cars exiting Dunkin Donuts from crossing both lanes of Adams Street in order to enter Franklin Street thereby holding up traffic moving in both directions on Adams Street. This change will allow for the designation of a “Delivery Zone” on Franklin Street next to Abby Park Restaurant for the delivery of goods to that and other nearby buildings.

- **Retain Mechanic Street as one-way street.**

The one-way traffic pattern now existing on Mechanic Street (i.e. one way from Adams Street to Granite Avenue) should be maintained to enable drivers seeking a parking space on the south side of Adams Street to circle the block.

- **Develop a traffic flow plan for Granite Place and Belcher Circle.**

Consult residents of Granite Place and Belcher Circle regarding changes needed in traffic flow designed to reduce traffic “cut through” and promote child safety in their neighborhood. A subcommittee should be established to meet with them and to report back to the BCAC within 30 days.

- **Governors Road should be converted from a two-way to a one-way street from Edge Hill Road to the Quincy Line.**

This recommendation is made to address the problem of cars cutting through Milton to avoid the traffic in East Milton Square. It is also designed to eliminate the long-expressed safety concerns for young children made by the residents.

5. **Directional and lane markings should be applied to Adams Street at a point approaching the Post Office.**

Markings designating three lanes with arrows directing traffic to take either a left turn, straight ahead or right turn. These markings should be affixed to the street just beyond the parking lot exit of the Jesson Building in order to direct traffic flow approaching the Square and Granite Avenue.

6. Parking Recommendations

- **The maximum authorized public parking time in East Milton Square should be between 7:00 AM and 5:00 PM on Monday through Saturday for a maximum time of one hour, with the following exceptions:**
 - a. **Service Parking Areas - 8 hours**
 - b. **Handicapped Parking – Determine number required and assign spaces in one hour locations**
 - c. **Adams St. from Jesson Bld. To Mechanic St. -1 hour**
 - d. **Bassett St. and Public Parking Lot@ Mkt Pl 1 hour**
 - e. **Granite Ave. - Quincy Line to Adams St. – 30 min**
 - f. **Granite Ave. – Bassett St. to Wood St. – 30 min**
 - g. **Granite Ave. –Angle parking next to Exway 1 hour**
 - h. **Granite Ave. – Opposite Funeral Home – 1 hour**
 - i. **Hollis St. and Edge Hill Rd. at Post Office 15 min**
 - j. **Edge Hill Rd. from Post Office to Governors Rd.4hr**
 - k. **Edge Hill Rd. from Grafton Ave. to Gov. Rd. 4 hrs**
 - l. **Grafton Ave. to Bryant Ave. No Parking Allowed**
 - m. **Bryant Ave. – Add 4 additional service spaces**
 - n. **Boulevard Ave. Bridge –Establish 4 parking spaces,
(No parking had previously existed.)**

7. Signage Recommendations.

Appropriate street markings identifying authorized parking spaces and signage should be installed designating these areas and parking time limits.

8. Enforcement of Recommendations.

These recommendations will only be effective if they are properly monitored and enforced. It is recommended that a part time parking monitor be hired by the Milton Police Department and be empowered to enforce these parking regulations. In the initial year of implementation, funding for the position should be designated in the project budget.

9. Establish an “East Milton Park Commission.”

The BCAC should recommend that the Board of Selectmen establish an East Milton Park Commission the purpose of which will be to work with a landscape architect to design a plan to make the “Park in the Square” a visually and asthetically pleasant location in which to spend some time and

in which activities might be scheduled. In addition to developing such a plan, the commission might marshal the resources of the town in maintaining the park and in raising funds to support their efforts. The Park at Post Office Square in downtown Boston serves as an example of the potential for a small park in a congested area.

Recommendations for the mid and long term

The focus of the mid term activities should be the identification of space for additional parking. I would like to suggest that inquiries be made relative to the acquisition of the three or four properties on Bassett and at the corner of Franklin Street located behind the Adams Street and Granite Avenue stores. This would provide additional parking space at a more reasonable and affordable cost than constructing a parking area over the northbound expressway.

The parking area over the expressway is a recommendation which might be considered for a long term solution, if and when federal funding becomes available.

Cc:Bill Clark

Nathaniel Cabral-Curtis

From: Lee Toma @ BikeMilton.org <lee.toma@bikemilton.org>
Sent: Wednesday, January 19, 2011 7:04 AM
To: Nathaniel Cabral-Curtis
Subject: East Milton parking
Attachments: Parking Time Distribution.xls; ATT76745.txt

Hi Nate,

At the BCAC meeting last night, one of the BCAC members asked about more info than just the average times cars were parked in East Milton Square.

I'd like to suggest that you crunch the parking data to plot out how many hours cars were parked. I've attached a spreadsheet with some made-up numbers, including a chart that plots the number (or percentage) of cars vs. the number of hours they were parked there. I think that this type of chart would give the Town enough info to show how many hours are reasonable - so people have enough time to run their errands - and how many hours are just abusing the system. Maybe such an analysis could also help guide the placement of different time limit regions.

Best regards,
Lee Toma

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Wednesday, January 19, 2011 9:08 AM
To: 'Lee Toma @ BikeMilton.org'
Subject: RE: East Milton parking

Good Morning Lee,

As always it was a pleasure to see you at the BCAC last night; I hope you are keeping safe on your bike in this semi-permanent snow storm that we seem to have been having since last week.

Please understand that the aggregated parking data you saw last night is based on spreadsheets which do in fact get down to the performance of single parking spaces. We will be disaggregating that data and making it available through the website in the next week or so. The result will be something closely akin to what you have sent me here. It's nice to see that we're on the same or close to it anyway.

Thank you once again for following the process. I look forward to seeing you at the next BCAC and community sessions.

Regards & Good Wishes,
-Nate

-----Original Message-----

From: Lee Toma @ BikeMilton.org [mailto:lee.toma@bikemilton.org]
Sent: Wednesday, January 19, 2011 7:04 AM
To: Nathaniel Cabral-Curtis
Subject: East Milton parking

Hi Nate,

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Best regards,
Lee Toma

Nathaniel Cabral-Curtis

From: Lee Toma @ BikeMilton.org <lee.toma@bikemilton.org>
Sent: Thursday, January 20, 2011 9:10 AM
To: Nathaniel Cabral-Curtis
Subject: Re: East Milton parking

Hi Nate,

With the snow, the only places I get to bike these days are on closed roads like Blue Hill, or on the Neponset Greenway trail, sharing a very narrow path with lots of walkers. It's kinda depressing... But spring isn't *that* far away.

I would imagine that you have standards for parking data analysis that would include time breakdowns like I suggested, but since I didn't see them in the presentation, I thought I'd make a suggestion. Glad to see you're already working on that.

Thanks,
Lee

On Jan 19, 2011, at 9:07 AM, Nathaniel Cabral-Curtis wrote:

Good Morning Lee,

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Thank you once again for following the process. I look forward to seeing you at the next BCAC and community sessions.

Regards & Good Wishes,
-Nate

-----Original Message-----

From: Lee Toma @ BikeMilton.org [mailto:lee.toma@bikemilton.org]
Sent: Wednesday, January 19, 2011 7:04 AM
To: Nathaniel Cabral-Curtis
Subject: East Milton parking

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hours are just abusing the system. Maybe such an analysis could also help guide the placement of different time limit regions.

Best regards,
Lee Toma

Nathaniel Cabral-Curtis

From: Virgona, John <jvirgona@maehc.org>
Sent: Friday, January 28, 2011 5:25 PM
To: Nathaniel Cabral-Curtis
Cc: Keri Pyke; William Clark
Subject: RE: Regarding Shared Parking at Saint Agatha's

Hi,

Following up on my request at the last meeting. I would really really like to get hold of the raw data so that I can understand it a bit more.

I am still confused at some of the numbers that were coming up, though I do think that the project and the community are probably going to put too much into some of these numbers. The bottom line that we know is that we need more parking and better traffic flow. We need to understand available strategies to improve on those needs. Our committee can not, can not (did I say can not) return with an analysis that "there isn't a problem, it's just laziness that Milton doesn't like to walk farther", which is what it was starting to feel like the other night.

Anyway, can I please have some data with which I can play?

Thanks,

/john

John Virgona

Massachusetts eHealth Collaborative

Senior Technology Consultant

(781) 434-7477 (office)

(781) 434-7720 (fax)

JVirgona@MAeHC.org

From: Nathaniel Cabral-Curtis [mailto:ncabral-curtis@hshassoc.com]
Sent: Friday, January 28, 2011 4:21 PM
To: Keri Pyke; William Clark
Subject: Regarding Shared Parking at Saint Agatha's

Dear BCAC Members,

As you may recall, we had a question on the 18th regarding the shared parking arrangement between St. Agatha's and Fitness Unlimited.

According to the parish office, this is a "hand-shake deal" in that there is no official arrangement beyond an agreement memorialized in a letter from Fitness Unlimited to Saint Agatha's that the parish has agreed that gym patrons may park in that lot if parking is available. The genesis of the arrangement was a phone call from someone at the gym. There is no limitation on how many spaces can be used. The gentleman at the parish office explained to me that generally, when the gym is busy, the St. Agatha lot is empty so the arrangement works quite well.

If anyone has any further questions on this or other topics, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: MerylGrono@aol.com
Sent: Saturday, January 29, 2011 9:53 AM
To: Nathaniel Cabral-Curtis
Subject: Re: Regarding Shared Parking at Saint Agatha's

Hi Nate . I am sorry I could not be at last meeting. I was on vacation. i read the article in the times and I have to say I totally disagree. THERE IS NOT ENOUGH PARKING IN EAST MILTON SQUARE. Ands that includes the people who might abuse the rules. People avoid shopping here. At least once a day I hear I would have stopped in but there was no parking. I wish you could see the disaster if what a Saturday looks like in East Milton. Thank you . Meryl Manin

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Tuesday, February 01, 2011 10:25 AM
To: 'Meryl@Grono@aol.com'
Subject: Response to Email Regarding Shared Parking

Good Morning Meryl,

As always, it is a pleasure to hear from members of the BCAC; I hope you were on vacation somewhere warm.

If you have not already had the opportunity to do so, I would encourage you to visit the website and take a look at the presentation from January 18. The minutes have been drafted and will be posted soon. As you may recall, we conducted our parking turnover study on Thursday 12/9/10 (7AM-7PM) and Saturday 12/11/10 (8AM-7PM). At this time, traffic patterns were normalized following the departure of the MWRA, and we can safely assume a certain level of early Christmas shopping traffic.

What we discovered over our two days of survey is that while certain areas of parking, particularly right around the block your shop occupies, do fill up and especially between 9AM and 11AM on Saturday, there are generally places to park available somewhere in the Square. I participated in all 23 hours of the parking survey and, informed in part by BCAC commentary, spent much of my time looking for the moment at which it was just impossible to park anywhere in the Square. That time, except for the "high desire area" right in the middle of the Square, never actually materialized.

What we did find is that vehicles are staying in parking spaces long beyond time limits, and that in the effort to be as close to their destination as possible, motorists are willing to park illegally in crosswalks and driveways leading to a sense of chaos. On top of that, the pedestrian conditions in East Milton Square are not ideal so folks tend to feel uncomfortable making a slightly longer walk from their car to their destination. Lastly, circulation patterns in the Square are not obvious, so if you pass up available parking further out, and then don't find a spot in the prime area of the Square, it can be very difficult to get back to the available area passed on the way in.

What we seem to be discovering is that the current supply of parking should be adequate to the needs of current businesses in the Square if it were better managed. This doesn't mean no new parking ever, but it does mean there are a host of steps to address first. Creating more parking will require an environmental process which will inquire into the operation of the current parking supply. If the Town approached that process with the parking operating as it does now, it would have a very difficult time making its case.

If you take a look at the graphs in the presentation on the website, you will see some of what I've mentioned in this note. At the request of the BCAC, I will be preparing information on how every section of parking in the Square operates so you'll be able to see what we mean at a very granular level. This will be made available through the website before our meeting next week and you'll receive an email letting you know where they are up.

If you have further questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Tuesday, February 08, 2011 4:23 PM
To: Nathaniel Cabral-Curtis
Cc: Keri Pyke; William Clark
Subject: Individual Parking Graphs

Good Afternoon BCAC Members,

I hope everyone is well and has been able to see some of the eternal snows melting. As promised at the last BCAC meeting, we have placed graphs of individual sections of parking on the website. Graphs of both Thursday and Saturday data are available.

This means that you can now see the occupancy of a given section of parking spaces, for example the service zone along the side of the Manning Community Park or the spots on Edge Hill Road next to the Post Office. A graph for every parking area analyzed by the parking turnover study is presented as are maps to help BCAC members locate the position of each section of parking in the Square. Graphs are also captioned to help you know the location to which each graph refers. You can find the new information on the documents page of the website.

Please note: you will see that there are some areas of parking which we inventoried during the summer of 2010, and that you might have seen of graphics from earlier BCAC meetings, which you will not see in the graphs. These are the zones which we have agreed to be residential and therefore not fair game for users of local businesses.

If anyone has any questions or concerns please don't hesitate to contact me by telephone or email; I would be happy to walk anyone through using graphs and their accompanying maps. If anyone would like printouts of everything (it runs to a good bit of paper) please feel free to ask.

Lastly, I would remind everyone that we begin at 6:30PM tomorrow and that we are at Cunningham Hall. Please let me know if you plan on attending. Meryl and Arthur have already responded in the affirmative so a big thanks to both of them.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: editor@miltontimes.com <MiltonTimes@comcast.net>
Sent: Friday, February 11, 2011 11:47 AM
To: Nathaniel Cabral-Curtis
Subject: Questions about Wednesday night

Hi, Nate,

I have a few follow-up questions regarding Wednesday night's meeting, which was sort of hard for me to follow for a few reasons: the poor sound, the fact that I'm not a traffic engineer, and the fact that I'm not really a night person to begin with.

My primary questions concern the four long-term plans: East Milton Revitalization, Kurt Fraser's plan, Keri's roundabout proposal and the Reconnect Adams Street plan.

Essentially, I'm looking to see how much parking each of the new plans would create, where exactly said parking would be located, and what we'd be losing (in terms of land, homes, etc.) in order to create it. The maps appear to be fairly specific but I don't want to misstate anything.

1) EM Revitalization: According to the graphic that was shown at the meeting, it appears 79 spots will be created in four new lots. What exactly are those lots replacing? And I believe the taking of four houses was mentioned -- are those homes occupied?

2) Kurt's plan: This plan appears to have one central lot with 82 new spaces. Correct? What is the exact location and what would we be losing?

3) Roundabout: According to my notes, this would result in 20,000 square feet of additional open space and 25 to 30 net parking spaces. Again, what is it replacing? And I believe it was mentioned it could be moved to another location if possible -- where was that?

4) Reconnect Adams Street: How exactly would this be achieved? Does it result in additional parking or is it simply to help improve the traffic flow?

It would be helpful if, in your own words, you could sum up each of the above in a paragraph or so. This is why I'd initially asked for the meeting minutes, which I just saw still haven't been posted.

Your help is much appreciated!

Mike Whalen

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Friday, February 11, 2011 1:58 PM
To: 'editor@miltontimes.com'
Subject: Response to your questions

Good Afternoon Mike,

I thoroughly understand your pickle about that room. It wasn't the most audio-friendly place I'd ever been to either and we did discuss a good bit of complex stuff. I am happy to assist you. Before I begin, please understand that the options shown on 2/9/11 are not all or nothing possibilities. The preferred option that emerges from our process may be a mix of the options discussed thus far.

The exact number of parking spaces in all of the concepts shown last night may change as we refine the options. Kurt's plan and the revitalization plan may be closer to settled than some of the others we shared with you, but it is likely that as we lay out the options and delve into the exact geometry of each possibility and how vehicles and pedestrians will move through them that the number of spaces will change. As part of this process, we will be analyzing both older plans – such as the Revitalization Plan dated 1991 and Kurt Fraser's plan dated 2010 – and newer plans such as the Roundabout and Reconnection of Adams Street. At this point, we are still generating a list of potential recommendations for consideration by the BCAC and ultimately the selectmen. Currently, none of the potential recommendations have been prioritized.

The EM Revitalization option creates additional parking by converting much of the Manning Community Park into parking spaces while leaving some landscaping at the approximate middle of the deck over I93. Adams Street is discontinued between Bryant and Granite requiring all eastbound traffic to turn right on Bryant, left on Boulevard, left on Granite, and then right onto Adams eastbound. Space for additional parking is created through the demolition of homes on Adams Court and Bassett Street. The project team is unsure about the occupancy status of these homes, however, it is clear that the homes in question are not derelict and the owner would need to be compensated by the Town prior to any demolition - a potentially considerable cost in Milton where property values tend to be high.

The plan shown last night is one of several sketched by Mr. Fraser and shared with the committee. This particular option takes the entire Manning Community Park and converts it to parking. It also leaves the left-turn connection between Adams Street eastbound and Granite Avenue northbound. Mr. Fraser's option also includes a cycle track to make the square friendlier to bicyclists.

The roundabout option, as mentioned Wednesday night, is still in its very early stages of development. Our goal Wednesday night was to see if the BCAC would approve the concept for additional investigation. This additional investigation will be happening in the next few weeks. The roundabout represents a reconfiguration of the deck on which the Manning Community Park currently sits. In terms of the movement you mention above, the roundabout itself - that is the circular intersection - has some flexibility in terms of where it sits on the deck depending on among other things how we can fit in parking closer to the busier side of the Square. However, the roundabout would remain somewhere on the deck over the highway. The 20,000 SF of extra space created by the roundabout would be divided between new parking areas and green space. Among the details to be worked out are how many more parking spaces we can provide. The roundabout location will be moved around to try to maximize that number while maintaining the same amount of park space as currently exists.

Of the options discussed on Wednesday, this one is the one most in need of further fleshing out and investigation. Through the community process, we have heard several comments that reopening Adams Street to two-way traffic could improve traffic flow in the Square. We are working to determine whether it would have a beneficial impact on circulation, but will also need to figure in changes that would need to be made to Adams Street between Bryant Avenue and where Antwerp Street connects to Adams Street next to the Jesson Building. It is possible, although we still need to investigate it a bit further, that reconnecting Adams Street could result in the loss of a few parking spaces.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: kane bros2 <kanebros2@hotmail.com>
Sent: Tuesday, February 15, 2011 10:07 AM
To: Nathaniel Cabral-Curtis
Cc: mmcettrick@townofmilton.org; rsweeney@townofmilton.org; jshields@townofmilton.org
Subject: East Milton Square Parking and Access Study Consideration

Hello,

After looking at the Project Overview on the East Milton Square Parking Study website, I noticed a major error in the first bullet point...

"I-93 bisects East Milton Square. The presence of this major, grade-separated highway means a less-than seamless connection to the Post Office, Saint Agatha's church and school, offices, and the neighborhood to the west of the Square."
"

I-93 is not the problem. The problem is Granite Ave. I can see how the two roads might be confused as people scream down this street like it is 93. Granite Ave is the problem in East Milton. People, including me, are petrified to cross it and this largely creates a physical and psychological demark between the square and "the other side". The cross walk traffic light was a good start but the speed on this road needs to be controlled, this is a serious problem and when I moved here 6 years ago I couldn't believe that this was "just how it is". When my wife says she's going to yoga at Fitness Unlimited I'm sometimes afraid that she won't be back due to the dangers associated with crossing Granite Ave.

I read in the Milton Times that enforcement was recommended to free up more parking spots. If enforcement is needed anywhere, it's in controlling the speed of travelers using Granite Ave between East Milton Square and Squantum Street. Just this morning I parked in front of Dependable Cleaners to pick up my dry cleaning, this was actually my motivation to write to you. As I was getting into my car, there is such little space between the parking spots and the driving lanes of the Milton Autobahn I thought to myself, there's a good chance I'm going to get hit by a car right now as morning commuters were blazing by me at ridiculous speeds.

So there's the problem, please help us find a solution.

Sincerely,

Michael Kane
Milton, MA

Milton, MA

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Wednesday, February 16, 2011 1:25 PM
To: 'kane bros2'
Subject: Response Regarding East Milton Square Parking & Access Study

Good Afternoon Michael,

Thank you for your inquiry regarding the East Milton Square Parking and Access Study; we always appreciate it when members of the community take the time to bring us their questions or concerns. The project team is aware that all three of the north-south roads running through East Milton Square present a barrier to pedestrians moving east-west through the area. The website specifically references I-93 because the Manning Community Park was created as a way to bridge the gap created by the highway and one of the goals of the Parking and Access Study is to more fully activate this open space.

Having assisted in much of the field work on this project, I can attest to the high speeds on both Granite Avenue and Bryant Avenue. Please understand that we have heard throughout the public involvement process that work needs to be done to make the Square more pedestrian friendly. If you look at the most recent presentation to the Business and Citizen's Advisory Committee (BCAC) http://www.eastmiltonsquarestudy.com/Web_Images/2011-02-09_BCAC_final_presentation.pdf you will see a number of possible options for the improvements to the Square that aim to calm traffic and provide a more pedestrian-friendly environment.

You correctly note that the project team has indicated that additional enforcement of existing parking regulations is an appropriate step to improve parking turnover and free up "prime spaces" in the center of the Square. Additionally, the project team has also identified improving pedestrian conditions as a way to ease parking pressures by making the experience of walking a longer distance between a parked car and one's destination more comfortable. If you look at the January 18th presentation to the BCAC (http://www.eastmiltonsquarestudy.com/Web_Images/2011-1-18_Meeting_as_Amended_for_Web.pdf) you'll see that we recommend pedestrian improvements as being of equal importance to enforcement of parking regulations.

Once again, thank you for your note. We are definitely aware of the issue you have raised and are working to address it. I would invite you to browse through the project website further and to come to our next community meeting which is tentatively scheduled for mid-March. I will add you to our stakeholder database so you will receive an email once the date has been firmly set. If you have any further questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: john shields <john_shields@hotmail.com>
Sent: Monday, February 21, 2011 6:06 PM
To: kanebros2@hotmail.com; Nathaniel Cabral-Curtis
Cc: Marion McEttrick; Bob Sweeney; John Michael Shields
Subject: RE: East Milton Square Parking and Access Study Consideration

Mr. Kane,

I read this e-mail and have a slightly different take on the statement from the website. It is quite accurate in that if there were no expressway, the whole traffic, parking, and walking situation would be different, and easier to fix. The Granite Avenue problem is a result of the Expressway being there. It is limiting the engineers to figure solutions because of the huge canyon it presents. The Federal regulations surrounding parking next to a federal highway are very limiting. Its presence DOES make for a less than seamless connection to the Post Office, St. Agatha's and the rest of the things on that side of the Square.

I would like to see the lights on Granite staggered, so that a driver has at least three long delays when he goes through the Square even down to Squantum. The lights now are sometimes coordinated to accommodate the driver and not the pedestrian.

Believe me, the existence of the Expressway is huge, because it severely affects any solution, and the situation on Granite Avenue is much harder to fix because of it.

John Michael Shields

From: kanebros2@hotmail.com
To: ncabral-curtis@hshassoc.com
CC: mmcettrick@townofmilton.org; rsweeney@townofmilton.org; jshields@townofmilton.org
Subject: East Milton Square Parking and Access Study Consideration
Date: Tue, 15 Feb 2011 10:07:20 -0500

Hello,

After looking at the Project Overview on the East Milton Square Parking Study website, I noticed a major error in the first bullet point...

"I-93 bisects East Milton Square. The presence of this major, grade-separated highway means a less-than seamless connection to the Post Office, Saint Agatha's church and school, offices, and the neighborhood to the west of the Square."
"

I-93 is not the problem. The problem is Granite Ave. I can see how the two roads might be confused as people scream down this street like it is 93. Granite Ave is the problem in East Milton. People, including me, are petrified to cross it and this largely creates a physical and psychological demark between the square and "the other side". The cross walk traffic light was a good start but the speed on this road needs to be controlled, this is a serious problem and when I moved here 6 years ago I couldn't believe that this was "just how it is". When my wife says she's going to yoga at Fitness Unlimited I'm sometimes afraid that she won't be back due to the dangers associated with crossing Granite Ave.

I read in the Milton Times that enforcement was recommended to free up more parking spots. If enforcement is needed anywhere, it's in controlling the speed of travelers using Granite Ave between East Milton Square and Squantum Street. Just this morning I parked in front of Dependable Cleaners to pick up my dry cleaning, this was actually my motivation to write to you. As I was getting into my car, there is such little space between the parking spots and the driving lanes of the Milton Autobahn I thought to myself, there's a good chance I'm going to get hit by a car right now as morning commuters were blazing by me at ridiculous speeds.

So there's the problem, please help us find a solution.

Sincerely,

Michael Kane

Nathaniel Cabral-Curtis

From: mary sawicky <msawicky@verizon.net>
Sent: Thursday, March 03, 2011 2:13 PM
To: Nathaniel Cabral-Curtis
Subject: e milton

Hi.

I have lived in milton for 38 years.

I think letting cars heading north on granite ave at the fire station take a left on bryant ave would greatly relieve traffic congestion in the square.

Thanks.

Mary Sawicky

msawicky@verizon.net

Nathaniel Cabral-Curtis

From: Onorato, Joseph (DOT) <Joseph.Onorato@state.ma.us>
Sent: Friday, March 04, 2011 10:41 AM
To: Nathaniel Cabral-Curtis
Cc: Nelson, Paul (DOT)
Subject: E Milton Sq

Hi Nate. As a concerned neighbor I was looking at the proposed parking solutions for the square. While they would provide extra parking they would make the traffic conditions in the square even worse than they are now and divert even more cut through traffic so residential streets. Any changes should improve traffic flow through the square not make it worse.

Restoring two way traffic on Adams street would help, but would not create any additional parking. This situation dates back to the design of the park and the constraints the Selectmen place on the designers at that time. They specifically said that they were not to consider any changes to the traffic conditions in the square. So the town ended up with a park over the Expressway.

My recommendation was for the through traffic to be moved over the Expressway and the amenities and parking be located near the stores. But that was a non starter. What I envisioned was moving Granite Av through traffic to the other side of the square next to Bryant Av. Then they could have located a nice streetscape by the businesses with parking and a low speed service road for access. However, to do this now would require constructing new ramps over the Expressway which would be very expensive.

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Monday, March 07, 2011 12:25 PM
To: 'msawicky@verizon.net'
Subject: Regarding your inquiry about the East Milton Square Parking & Access Study

Good Morning Mary,

Thank you for your note; we always appreciate it when members of the community take the time to reach out to the project with questions or concerns.

You are not the first member of the community to point out the inconvenience of the “big U” around the Square to get to Edge Hill Road and points west when coming into the Square from the south on Granite Avenue. Please be advised that the BCAC is currently considering a few long-term options for East Milton Square which would eliminate the “big U.” If you take a look at the options labeled “Reconnect Adams Street” and “Roundabout” in this presentation: http://www.eastmiltonsquarestudy.com/Web_Images/2011-03-02_BCAC_final.pdf, you can see what the group is currently thinking about.

I encourage you to attend our next community meeting, slated for later this month. I will add you to our stakeholder database so you will know when the meeting is set to take place. If you have further questions or concerns, please feel free to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
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Nathaniel Cabral-Curtis

From: Leonard Levine <lvienna2@aol.com>
Sent: Monday, March 28, 2011 9:31 AM
To: Nathaniel Cabral-Curtis
Subject: Re: East Milton Square Parking and Access

Re: East Milton Square Parking and Access

I used to live in the general area and now visit from Northern Virginia about 6 times a year.

I vaguely remember that the expressway cut off some of the public buildings (post office?) from the shopping area -- early 60?

I do remember the late 1960s and 1970s, when there was a movie theater in the area, but less traffic from coffee shops and small stores.

There was plenty of auto parking and pedestrians could cross Adams Street at any street crossing without danger.

I would suggest any proposal that would turn East Milton Square back into the feeling of a small town although development has increased.

If money were no object, I would suggest depressing Adams Street for about a 1/8 - 1/4 mile and providing auto access primarily through the basement or one or more garages. You could raise a little money by selling current parking lot(s) -- there's at least one in back of Starbucks. You could make the current Adams Street into a pedestrian mall -- at least during busy times. This would not be so extensive as to change the nature of the area but would restore its former flavor while increasing merchant revenue.

In a constrained economy, perhaps you could devise a phased plan that would lead to this result over 10 years.

Thanks,



Len Levine

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Wednesday, March 30, 2011 12:48 PM
To: 'Leonard Levine'
Subject: Regarding the East Milton Square Parking and Access Study

Good Afternoon,

Thank you for taking the time to contact the project and for your recollections about East Milton Square. You are correct in that I-93 does present something of a barrier between the east and west sides of the Square and the post office in particular.

Among the goals of the East Milton Square Parking and Access Study is to improve the pedestrian comfort in the Square. The project team is looking for ways to calm traffic and improve the streetscape to make the area an even more inviting destination and one that people feel comfortable accessing by foot, bicycle, and transit.

The idea of depressing Adams Street is an interesting one, but may have some difficult engineering and right-of-way issues associated with it. For example, there could be issues with water getting into those basements as a result of connecting roads through them. In order to depress a roadway 16 feet (the required vertical clearance), we would also need to transition the change in grade, which would likely require more than 200 feet in transition on either side. This would then require passing under the Expressway, requiring us to go even deeper, with longer transition lengths. The depressed area, if covered, effectively becomes a tunnel, which would also require lighting and a ventilation system. There would also likely be issues associated with needing easements through private property that could cause this to take much longer than 10 years. All of these items would add to the cost of the project. There could also be constructability issues with such an endeavor. We do not want to propose change that could put jeopardize existing businesses' viability during construction. The tunnel would also be inaccessible to bicycles and pedestrians, two modes we are trying to include as much as possible in our efforts.

The project team has generated a number of options for the improvement of East Milton Square, some that could be implemented in the next few years, and some that are more long-term solutions. You can view all of these on the project website (<http://www.eastmiltonsquarestudy.com/documents.html>), and we welcome your thoughts on any of them.

If you have further questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: Keri Pyke
Sent: Tuesday, April 05, 2011 2:18 PM
To: Virgona, John; Nathaniel Cabral-Curtis
Cc: William Clark; paul.nelson@state.ma.us
Subject: RE: BCAC Meeting April 13, 2011

Hi John-

Yes, we are looking at other potential off-street parking areas, as you requested.

There are definitely new pieces we will be showing you next week – they will be in the draft report, but for comment by the BCAC. There will be new pieces/changes that we will present next week. The draft report will give more detail on the different options – both those you've already seen as well as the new items. Any of the new items that the committee feels we shouldn't pursue any further will be taken out the report, or reported as considered and discarded, with reasons outlined. One of the big pieces that will be in the report will be going over the evaluation criteria in detail for each option.

I hope this clarifies the intent of having a draft report to you even though we will have new material for you to review and comment upon. It is not intended to be a final draft, but we wanted you to see the progress and more of the detailed information.

Thanks,
Keri

From: Virgona, John [mailto:jvirgona@maehc.org]
Sent: Tuesday, April 05, 2011 11:00 AM
To: Nathaniel Cabral-Curtis
Cc: Keri Pyke; William Clark; paul.nelson@state.ma.us
Subject: RE: BCAC Meeting April 13, 2011

Recently I had received a very concerned call from two of the owners of the properties that have been highlighted as an option toward adding more parking. I assured them that the viability of any and all solutions is simply being put on the table for review and considerations, and that if forward movement were to happen, it would be done with more analysis and discussions with the property owners. I also pointed out that the Bassett St is not the only area being looked at. By taking a look at the square on a map, you can see where there are logical areas to look at and consider on Church Street and Mechanic Street that would equally serve the square. In fact, Bassett St is probably the most congested and awkward of the bunch.

Keri, I know that you noted that you had dropped that assignment, but that you would be looking at all viable areas. I had pointed out two general areas, but certainly I would look to you and your team to see if there are any other alternatives worth looking at. It should include some thought number of spaces that could be attained, with a sketch, and a thought towards some pricing.

I am a bit concerned that next Wednesday's meeting is going over the draft of the final report, while we still haven't seen any of these options fleshed out. Can you help me understand the timing of this analysis, when we will see it, and how it will be included in the final report?

Thanks,

/john

John Virgona

Massachusetts eHealth Collaborative

Senior Technology Consultant

(781) 434-7477 (office)

(781) 434-7720 (fax)

JVirgona@MAeHC.org

From: Nathaniel Cabral-Curtis [mailto:ncabral-curtis@hshassoc.com]

Sent: Tuesday, April 05, 2011 10:09 AM

To: Nathaniel Cabral-Curtis

Cc: Keri Pyke; William Clark; paul.nelson@state.ma.us

Subject: BCAC Meeting April 13, 2011

Good Morning BCAC Members,

I hope everyone is well and enjoying the advance of spring. Sure it's dark and rainy this morning, but it's warm so we are making progress. Our next BCAC meeting is set for April 13th from 6:30-8:30 in the selectmen's conference room at Town Hall.

This meeting will include discussion of the draft report and application of the BCAC's evaluation criteria to the options we have all worked on together, so I hope everyone will be able to attend. Given that this is an important session, I would request that everyone RSVP to me by Friday this week.

If anyone has questions or concerns, please don't hesitate to be in touch by telephone or email.

Regards & Good Wishes,

-Nate

Nathaniel Cabral-Curtis

Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: kenneth caldwell <kmcaldwell1@verizon.net>
Sent: Wednesday, April 13, 2011 11:00 AM
To: Nathaniel Cabral-Curtis
Subject: Re: BCAC Meeting April 13, 2011

Nate:
As I am sure you noted, the email was also sent to Keri... so I assume she will read her copy this morning. The memo is intended to highlight the key issues cited earlier; however, I think it is important to include among the options presented to the selectmen one which offers a more measured and cost-conscious approach than the two proposals currently on the table. The board should consider a full array of change proposals which include the cost implications of each. Only then is their decision one which is fully informed and in the best interest of the town.
Thanks for your continuing support, insight and hard work in support of this project.
Ken

----- Original Message -----

From: [Nathaniel Cabral-Curtis](#)
To: [kenneth caldwell](#)
Sent: Wednesday, April 13, 2011 9:06 AM
Subject: RE: BCAC Meeting April 13, 2011

Good Morning Ken,

I hope you are well and dry. I look forward to seeing you this evening. Would you like me to pass this to Keri or Paul or Bill or all of them? The memo seems to hit some of the themes you hit in your earlier version and as always I appreciate your thoughtfulness on this issue and your steady presence on the committee. Other members, less attentive could take a page from your book.

Regards & Good Wishes,
-Nate

From: kenneth caldwell [mailto:kmcaldwell1@verizon.net]
Sent: Wednesday, April 13, 2011 12:11 AM
To: Nathaniel Cabral-Curtis
Subject: Re: BCAC Meeting April 13, 2011

nate, see attached. it bounced back to me as undeliverable.
ken

----- Original Message -----

From: [Nathaniel Cabral-Curtis](#)
To: [Nathaniel Cabral-Curtis](#)
Cc: [Diane Colligan](#) ; paul.nelson@state.ma.us ; [William Clark](#)
Sent: Tuesday, April 12, 2011 9:15 AM
Subject: BCAC Meeting April 13, 2011

Good Morning All,

This is just a brief reminder for everyone that the BCAC will meet tomorrow (4/13/11) from 6:30-8:30PM in the selectmen's conference room of Milton Town Hall. Arthur had received a note indicating that someone

was under the impression that the meeting would take place on the 14th, but it's the 13th. I look forward to seeing everyone tomorrow evening.

Regards & Good Wishes,
-Nate

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Nathaniel Cabral-Curtis

From: scott.miltontimes@comcast.net
Sent: Thursday, May 12, 2011 4:01 PM
To: Nathaniel Cabral-Curtis
Subject: three questions

Hi Nate,

I just left you a voicemail but I wanted to follow up by e-mail as well in case you needed some time to track down the answers to these questions.

First, as I mentioned, we were just interested in getting an electronic version of last night's Powerpoint (I assume it'll be up on the Web soon).

Second, I was wondering when the town got this second \$1 million federal earmark, and why this hadn't been brought up during previous meetings (unless I'm missing something..!)

Last, I had a question about the zoning change options for Mechanic and Bassett Streets that were mentioned. It was just unclear, what benefits do these options have to the overall East Milton Parking Study?

Thanks for your help as usual

Scott

Nathaniel Cabral-Curtis

From: scott.miltontimes@comcast.net
Sent: Friday, May 13, 2011 3:54 PM
To: Nathaniel Cabral-Curtis
Subject: Re: Response to 5/12/11 Questions - Part 1

Nate,

How's it looking on that second federal earmark info?

----- Original Message -----

From: "Nathaniel Cabral-Curtis" <ncabral-curtis@hshassoc.com>
To: "scott miltontimes" <scott.miltontimes@comcast.net>
Sent: Friday, May 13, 2011 10:39:30 AM
Subject: Response to 5/12/11 Questions - Part 1

Good Morning Scott,

Thank you for your patience regarding the website updates and answers to the questions you posed yesterday afternoon. If you visit the project documents page on the website you'll see that I have posted the latest BCAC presentation. Please call me if for whatever reason you're unable to see it.

With regard to the zoning changes, the benefit of the overlay district is that it provides the Square with an opportunity to bring in some new businesses with light intensity parking needs. On Mechanic Street it would create a professional overlay district that allows for the current home owners to realize current abilities (a house can stay a house) or benefit from an additional approved usage (office on the 1st floor and possible housing on the 2nd) of their property. The other benefit is the ability to supply their own parking onsite.

Commercial zoning along Bassett would allow the current property owner to realize some greater use of their adjacent properties.

On the topic of the second earmark, I have transmitted your request for information to MassDOT and they are working to pull together a clear, concise statement that will convey the information. They have acknowledged receipt of my request and as soon as I hear from them, I will pass the information to you.

Regards & Good Wishes,

-Nate

Nathaniel Cabral-Curtis

Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: Nelson, Paul (DOT) <paul.nelson@state.ma.us>
Sent: Monday, May 16, 2011 9:28 AM
To: Nathaniel Cabral-Curtis
Cc: Keri Pyke; wclark@townofmilton.org; Bresnahan, Guy (DOT)
Subject: RE: 2010053 Question for Paul
Attachments: EastMiltonSq-EarmarkInfo.xls

Hi Nate,

Sorry I didn't get back to you on Friday. The second earmark is from Congressman Lynch's office and is from High Priority Project funds which require a 20% match. MassDOT will provide the match if the earmark is used for construction, but if it is used for design we would expect the Town to cover the match.

I have attached a spreadsheet that shows the information on each earmark. A few important notes on the earmarks:

1. The use of the funds is dictated by the language in the "Description" field, so it will be important to keep that in mind as the final project is put together.
2. Although the original earmarks were for \$1,000,000 each, that amount has been reduced slightly due to budget rescissions and other changes to the allocation (these changes affect all earmarks nationwide, not just those in Milton).
3. The \$150,000 spent to date represents the funding for the current study.

Please let me know if you have any additional questions.

Thanks,
-Paul

Paul Nelson | Transportation Planner | Massachusetts Department of Transportation
10 Park Plaza, Room 4150, Boston, MA 02116 | phone 617.973.7479 | email paul.nelson@state.ma.us

For news and updates check out our blog at www.mass.gov/blog/transportation or follow us on twitter at www.twitter.com/massdot

From: Nathaniel Cabral-Curtis [mailto:ncabral-curtis@hshassoc.com]
Sent: Friday, May 13, 2011 10:22 AM
To: Nelson, Paul (DOT)
Subject: RE: 2010053 Question for Paul

Good Morning Paul,

Thanks for your prompt response; I know how hard it can be to push a response through those fellows down in communications. Oh those public involvement fellows, always gumming up the works. I will get back to the newspaper guys with what I have from Bill and once you send me something I can forward it along to the Milton Times.

Regards & Good Wishes,
-Nate

From: Nelson, Paul (DOT) [mailto:paul.nelson@state.ma.us]
Sent: Friday, May 13, 2011 7:50 AM
To: Nathaniel Cabral-Curtis; Keri Pyke; wclark@townofmilton.org
Subject: RE: 2010053 Question for Paul

Nate,

Wanted to let you know I am working on the answer. Should be able to get you something by this afternoon. Because it is a media request, it may have to be through our communications department.

-Paul

Paul Nelson | Transportation Planner | Massachusetts Department of Transportation

10 Park Plaza, Room 4150, Boston, MA 02116 | phone 617.973.7479 | email paul.nelson@state.ma.us

For news and updates check out our blog at www.mass.gov/blog/transportation or follow us on twitter at www.twitter.com/massdot

From: Nathaniel Cabral-Curtis [mailto:ncabral-curtis@hshassoc.com]

Sent: Thursday, May 12, 2011 4:07 PM

To: Keri Pyke; wclark@townofmilton.org; Nelson, Paul (DOT)

Subject: 2010053 Question for Paul

Good Afternoon All,

I hope everyone is well and having a good week; it was great to see you all last night.

Paul, I have been asked a question, via voicemail, about where the 2nd ear mark came from. It's the Milton Times that is curious so I wanted to ask you about it to make sure we get it right. As I understand it this is additional funding that was granted by Congressman Lynch's office, but unlike the 1st million, the 2nd involves an 80%/20% match and to access it, the Town would need to raise \$200k first. Is that right?

Bill, I have also been asked by Scott what the overall benefit of the proposed zoning changes would be. My inclination would be to answer that it provides the Square with an opportunity to bring in some new businesses with light intensity parking needs or down on Mechanic, the ability to supply their own, while addressing the BCAC concern that Square businesses are too focused on food and personal grooming. Is that right?

Since this is the press and they will drill hard to get something out of me, your prompt response is much appreciated. If you have questions or concerns, please feel free to be in touch by telephone or email.

Regards & Good Wishes,

-Nate

Nathaniel Cabral-Curtis
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Nathaniel Cabral-Curtis

From: Virgona, John <jvirgona@maehc.org>
Sent: Thursday, May 19, 2011 4:15 PM
To: Keri Pyke
Cc: William Clark; Nathaniel Cabral-Curtis
Subject: Requested email

Hi Keri,

Suggestions for report tweaks.

1.

I still have some issues with the report in its assessment that the parking is not as bad as we perceive it to be. That being said, I was looking at the numbers and when the amount of businesses were calculated and the number of square feet of business space was used to determine the amount of spaces per square foot, I recall that was initially done by looking at retail businesses only. I recall some making the comment (myself included) that all the businesses should be considered, including accountants, dentists, lawyers. These are businesses and they have employees and customers. Maybe not as many ongoing customers, but customers nonetheless. I couldn't tell for sure if the draft report fixed this, but I don't think it was fixed. If not, can there be a note made that only retail businesses were used in this assessment. Make it a statement of fact, so that if in the future somebody criticizes the report for missing the other businesses, at least the report can clearly show that it didn't "forget it", rather it was simply not included. Not ideal, but at least it will protect the report.

2.

Traffic circle at the intersection of the Wood St extension and Adams St. The purpose is to get traffic making a left onto Adams onto the right side of the Road, basically merging higher / further back, and not requiring to cut left as much. Also, it allows for some additional angle parking along the north side of Adams. Attached is my horrible drawing. I tried to create a .pdf of the Visio, but I couldn't get the image to get included, so I'm giving you both Visio and .pdf. And while I like this idea, this is Brian O'Shea's idea, not mine.

3a.

Wherever mention of taking or acquiring property, change words to be 'negotiated purchase'. This implies both parties amicably agree to the acquisition. I came up with this one on my way into work this morning as I considered your concern about saying "voluntary acquisition" might imply that the owner had a right to have the town by their property.

3b.

Also to minimize tensions for the property owners, let's remove any mention of exact addresses in the possible solutions. It is obviously clear which houses are being looked at. Anyone can look them up and clearly see which properties are in question. But let's just give the scenarios names, like "Basset Street/Adams Court", "Basset St (north side)", "Adams St/Church St", "Adams St" and "Adams St/Mechanic Street", and refer to the "negotiated purchase of property options". (remove listing of addresses on pg 43).

3c.

ALSO, change the order to these suggestions to be "Adams St/Mechanic Street", then "Basset Street/Adams Court", then "Adams St/Church St" – which were the three more likely feasible plans, followed by "Basset St (north side)" and "Adams St". I guess if the official line is that none of the property acquisition plans are being endorsed, then we don't need to identify the first three as the "preferred" plans by the committee. But I do think the order could be meaningful and should be meaningful.

4.

Where you have possible suggestions for traffic calming, include “Use of One-Way / Do Not Enter signs, potentially at limited times (7-10AM), potentially allowing resident access only. “, or something like that.

5.

I would add in some language regarding the hybrid deck plan that the exact details would require further design and community discussion. Or maybe that is assumed. Whether or not it needs to be stated, I think:

- * the Edgemoor Rd and Boulevard St one-way option still be up for further evaluation/discussion.

- * we should still consider having a wrap around lane on the boulevard St overpass allowing Granite Ave traffic to u-turn back onto Boulevard St without having to go through the entire square. To make this happen may require giving up one row of parking, but it would help reduce square traffic. (This is another Brian O’Shea idea that I think makes a lot of sense).

- * I would like to see how we could connect the two lots and reduce the number of openings into the lots from 4 to 2. Whether or not we need to specifically mention these alternatives in the report, or whether or not we need to state that this is a draft design, to be followed up with a final design after due consideration, may not be important. Personally, I will plan to advocate for them as the project moves forward.

6.

In support of Paul Midori’s comment, suggest that signage be changed for Service Zone parking to become “Permit Only” parking, to avoid any potential confusion to non-authorized drivers who might wonder if they might be considered under the category of “Service”. Requiring a permit is far more specific and nobody can say “Gee, I thought I had a permit”.

7.

I think you already had this, but have the negotiated property acquisition options moved to the end of the report, moving the hybrid plan in front of that.

8.

We talked about some of the quick options that should/could be done. But there have been a few safety items that we also have said “should be done/can be done right away, for little money, to save lives”. Might you include a paragraph or section about “fixes” and “tweaks”, such as:

- Immediate review of the functionality of all cross walk buttons. If found broken – have them fixed immediately
- Cross walk buttons should respond as soon as possible or else they will be ignored. Programming where cross walk is delayed for any other reason than synchronization should be removed. NOTE: Church Street/Adams Street crosswalk should be immediate response. No synchronization should be involved.
- Additional light should be installed upon the post at the Adams St to Granite Ave wrap around lane, as driver’s taking that turn currently consider that the light does not apply to them, and somewhat validly so. This is probably the most expensive of the tweaks, but people running this light is and has been a problem every since that light was installed when the deck was put in.
- The red lights for the cross walk in front of the post office (same place) should immediately be installed with the strobe add-on (something I mentioned months ago, and was also suggested more recently by Paul Nelson). Cheap fix. Save lives.

9.

Granite Ave , as you get past Squantum St, should be one lane each way. This was discussed on the 4th, I think. It is probably out of scope, nevertheless - this would slow down the speed way and allow for a nice bike lane (or two). No reason that you need 4 lanes. Aside from when the bridge is up, I can’t think of when that road has ever been backed up. This idea can be expanded to look at the intersection of Granite and Squantum St with the one lane in mind. North bound on Granite could approach the intersection as three lanes, as it is, with a left only, straight and right only lane. With only one lane going forward, it would allow for the south bound Granite to also have the same three lanes (Right only, Straight and Left Only). It may then require having a left only portion of the light for both ways, maybe with sensors like there is at Brook/Center St. intersection. Maybe this is something that I should right up for the traffic commission rather it being in this report – but if you think a mention of any portion of this belongs in the report, go at it.

10.

I think I heard you say that you were going to check with Paul Nelson that “the deck/park land issue not being an issue” is in fact a true statement. Assuming that it is, would it make sense to put a line in the report stating that – hopefully taking the issue off the table.

I know I probably added a few more things from our conversation last night, but once I started typing other things kept popping into my head. Many are things that we’ve have already talked about, so hopefully nothing is too much of a shock.

OK, I’m done.

/john

John Virgona

Massachusetts eHealth Collaborative

Senior Technology Consultant

(781) 434-7477 (office)

(781) 434-7720 (fax)

JVirgona@MAeHC.org

Nathaniel Cabral-Curtis

From: Keri Pyke
Sent: Friday, May 20, 2011 8:13 AM
To: Virgona, John
Cc: William Clark; Nathaniel Cabral-Curtis
Subject: RE: Requested email

Hi John-

Thanks for all the suggested tweaks. They are now on my working list for edits. I'll let you know if I have any questions as we work on incorporating them over the next few days.

Have a great weekend (hopefully this rain will go away!)-
Keri

From: Virgona, John [mailto:jvirgona@maehc.org]
Sent: Thursday, May 19, 2011 4:15 PM
To: Keri Pyke
Cc: William Clark; Nathaniel Cabral-Curtis
Subject: Requested email

Hi Keri,

Suggestions for report tweaks.

1.

I still have some issues with the report in its assessment that the parking is not as bad as we perceive it to be. That being said, I was looking at the numbers and when the amount of businesses were calculated and the number of square feet of business space was used to determine the amount of spaces per square foot, I recall that was initially done by looking at retail businesses only. I recall some making the comment (myself included) that all the businesses should be considered, including accountants, dentists, lawyers. These are businesses and they have employees and customers. Maybe not as many ongoing customers, but customers nonetheless. I couldn't tell for sure if the draft report fixed this, but I don't think it was fixed. If not, can there be a note made that only retail businesses were used in this assessment. Make it a statement of fact, so that if in the future somebody criticizes the report for missing the other businesses, at least the report can clearly show that it didn't "forget it", rather it was simply not included. Not ideal, but at least it will protect the report.

2.

Traffic circle at the intersection of the Wood St extension and Adams St. The purpose is to get traffic making a left onto Adams onto the right side of the Road, basically merging higher / further back, and not requiring to cut left as much. Also, it allows for some additional angle parking along the north side of Adams. Attached is my horrible drawing. I tried to create a .pdf of the Visio, but I couldn't get the image to get included, so I'm giving you both Visio and .pdf. And while I like this idea, this is Brian O'Shea's idea, not mine.

3a.

Wherever mention of taking or acquiring property, change words to be 'negotiated purchase'. This implies both parties amicably agree to the acquisition. I came up with this one on my way into work this morning as I considered your concern about saying "voluntary acquisition" might imply that the owner had a right to have the town by their property.

3b.

Also to minimize tensions for the property owners, let's remove any mention of exact addresses in the possible solutions. It is obviously clear which houses are being looked at. Anyone can look them up and clearly see which properties are in question. But let's just give the scenarios names, like "Basset Street/Adams Court", "Basset St (north side)", "Adams St/Church St", "Adams St" and "Adams St/Mechanic Street", and refer to the "negotiated purchase of property options". (remove listing of addresses on pg 43).

3c.

ALSO, change the order to these suggestions to be "Adams St/Mechanic Street", then "Basset Street/Adams Court", then "Adams St/Church St" – which were the three more likely feasible plans, followed by "Basset St (north side)" and "Adams St". I guess if the official line is that none of the property acquisition plans are being endorsed, then we don't need to identify the first three as the "preferred" plans by the committee. But I do think the order could be meaningful and should be meaningful.

4.

Where you have possible suggestions for traffic calming, include "Use of One-Way / Do Not Enter signs, potentially at limited times (7-10AM), potentially allowing resident access only.", or something like that.

5.

I would add in some language regarding the hybrid deck plan that the exact details would require further design and community discussion. Or maybe that is assumed. Whether or not it needs to be stated, I think:

- * the Edgehill Rd and Boulevard St one-way option still be up for further evaluation/discussion.
- * we should still consider having a wrap around lane on the boulevard St overpass allowing Granite Ave traffic to u-turn back onto Boulevard St without having to go through the entire square. To make this happen may require giving up one row of parking, but it would help reduce square traffic. (This is another Brian O'Shea idea that I think makes a lot of sense).
- * I would like to see how we could connect the two lots and reduce the number of openings into the lots from 4 to 2. Whether or not we need to specifically mention these alternatives in the report, or whether or not we need to state that this is a draft design, to be followed up with a final design after due consideration, may not be important. Personally, I will plan to advocate for them as the project moves forward.

6.

In support of Paul Midori's comment, suggest that signage be changed for Service Zone parking to become "Permit Only" parking, to avoid any potential confusion to non-authorized drivers who might wonder if they might be considered under the category of "Service". Requiring a permit is far more specific and nobody can say "Gee, I thought I had a permit".

7.

I think you already had this, but have the negotiated property acquisition options moved to the end of the report, moving the hybrid plan in front of that.

8.

We talked about some of the quick options that should/could be done. But there have been a few safety items that we also have said "should be done/can be done right away, for little money, to save lives". Might you include a paragraph or section about "fixes" and "tweaks", such as:

- Immediate review of the functionality of all cross walk buttons. If found broken – have them fixed immediately
- Cross walk buttons should respond as soon as possible or else they will be ignored. Programming where cross walk is delayed for any other reason than synchronization should be removed. NOTE: Church Street/Adams Street crosswalk should be immediate response. No synchronization should be involved.
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- The red lights for the cross walk in front of the post office (same place) should immediately be installed with the strobe add-on (something I mentioned months ago, and was also suggested more recently by Paul Nelson). Cheap fix. Save lives.

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Granite Ave , as you get past Squantum St, should be one lane each way. This was discussed on the 4th, I think. It is probably out of scope, nevertheless - this would slow down the speed way and allow for a nice bike lane (or two). No reason that you need 4 lanes. Aside from when the bridge is up, I can't think of when that road has ever been backed up. This idea can be expanded to look at the intersection of Granite and Squantum St with the one lane in mind. North bound on Granite could approach the intersection as three lanes, as it is, with a left only, straight and right only lane. With only one lane going forward, it would allow for the south bound Granite to also have the same three lanes (Right only, Straight and Left Only). It may then require having a left only portion of the light for both ways, maybe with sensors like there is at Brook/Center St. intersection. Maybe this is something that I should right up for the traffic commission rather it being in this report – but if you think a mention of any portion of this belongs in the report, go at it.

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I think I heard you say that you were going to check with Paul Nelson that “the deck/park land issue not being an issue” is in fact a true statement. Assuming that it is, would it make sense to put a line in the report stating that – hopefully taking the issue off the table.

I know I probably added a few more things from our conversation last night, but once I started typing other things kept popping into my head. Many are things that we've have already talked about, so hopefully nothing is too much of a shock.

OK, I'm done.

/john

John Virgona

Massachusetts eHealth Collaborative

Senior Technology Consultant

(781) 434-7477 (office)

(781) 434-7720 (fax)

JVirgona@MAeHC.org

Nathaniel Cabral-Curtis

From: Steven Dahlheimer <scdahlheimer@gmail.com>
Sent: Friday, May 20, 2011 9:54 AM
To: Nathaniel Cabral-Curtis
Subject: East Milton Sq Study

Hello Nathaniel,

I have looked at the presentation on the traffic study website dated 3/22/11 and I am really excited for the possibility of changing the flawed traffic pattern that currently exists in East Milton Square.

Is there any focus on the other areas of the square that are a hassle, specifically the merging of Granite Ave into Adams St (Granite Ave coming from the North to either direction of Adams St)? There currently is an island that although well maintained, seems to be an obstacle for people to see through while looking for oncoming cars.

Also, there is no yield sign (and I do not want to see one) but most people tend to stop and wait for cars to clear on Adams St before merging, even though they have a dedicated lane to get into on Adams St before merging to the right to either get onto 93S or turn onto Edge Hill Rd. I would prefer any plan that directs Adams St traffic 2 ways through the square and then forces a traffic light to handle the Granite Ave to Adams St traffic. I would dislike the wait but at least it would be for a valid reason as opposed to waiting for a timid driver not willing to merge with the Adams St traffic and wait until every car has passed. This has gotten worse as the construction crews ripped up the road and have not replaced the lane markings on this section of Adams St, continuing down to the two lanes that turn right onto Bryant Ave, causing drivers to think only one lane should be turning right when in the past it was marked for both right lanes to turn right onto the two lane Bryant Ave section. I realize a light could back up traffic onto Granite Ave where the two directions merge on the bridge over 93 but I would assume that could be worked out with the typical timing or sensors. Thank you for your time.

Thank you,
Steven Dahlheimer
27 Cedar Terrace
Milton, MA

Nathaniel Cabral-Curtis

From: Steven Dahlheimer <scdahlheimer@gmail.com>
Sent: Friday, May 20, 2011 2:26 PM
To: Nathaniel Cabral-Curtis
Subject: Re: East Milton Sq Study
Attachments: eastmiltonsq.pdf

Nate,

Thank you for responding. Sorry for the confusion. I have attached a pdf showing the two different intersections I was talking about in my email. I have lived in the area for a number of years but the lack of street signs makes it confusing for me sometimes still, compared to where I grew up in NY where every road/intersection has a sign.

My main question includes the intersection/merge that I have indicated as "no yield sign" which I have not seen addressed in any of the plans. I must confess that I have not been able to read through the entire plans yet but that is one of the places that contributes to bottlenecks at various times and probably contributes to backups on Granite Ave (north bound) in front of the Marketplace / Bruegers / Basset St during peak times. Do any of the proposed plans deal with this area? I believe most people stop/yield because they don't think they have the time or space to merge across the three lanes of Adams St so they can turn right onto Bryant Ave and Edge Hill Rd.

My second point can probably be cleared up once the line markings are put down to highlight the proper lanes. You can even see in the map attached that there is an arrow on Adams St pointing straight or right in the middle lane. It might be helpful if they painted the dotted lines around the corner so that people stay in the proper lane. The common thing now is that anyone who turns right onto Bryant act like it is just one lane when it is actually two. I don't know the timetable for repaving the roads after all of the construction but they could have at least painted lines so that everyone could negotiate the multiple lanes in a more orderly manner.

Thank you,
Steve

On Fri, May 20, 2011 at 12:37 PM, Nathaniel Cabral-Curtis <ncabral-curtis@hshassoc.com> wrote:

> Good Afternoon Steven,

>

> Thank you for your inquiry regarding the East Milton Square Parking &
> Access Study; we always appreciate it when members of the community
> take the time to bring us their questions and concerns.

>

> The project has analyzed the Square and its environs quite a bit over
> the past eleven months, but has spent a significant amount of time on
> the intersections around the I-93 deck: Adams Street/Bryant Avenue,
> Bryant Avenue/Boulevard Street, Boulevard Street/Granite Avenue, and
> Granite Avenue/Adams Street.

>

> I apologize here for being obtuse, but I will confess that I can't
> quite figure out which intersection you're referring to in your note.
> Having read through your email three times it seems like you could be
> asking about where Adams Street intersects with Bryant Avenue next to
> the post office or where Adams Street intersects with Granite Avenue
> next to the fire station.

>

> If you can tell me which intersection to actually mean I'd be more

> than happy to provide you with a response that's specifically tailored
> to your question and reflects the current status of the project. If
> you'd like to describe your question to me by telephone, I invite you
> to call me at 617-482-7080 x236.

>
> Regards & Good Wishes,
> -Nate

>
> -----Original Message-----
> From: Steven Dahlheimer [mailto:scdahlheimer@gmail.com]
> Sent: Friday, May 20, 2011 9:54 AM
> To: Nathaniel Cabral-Curtis
> Subject: East Milton Sq Study

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> could back up traffic onto Granite Ave where the two directions merge
> on the bridge over 93 but I would assume that could be worked out with
> the typical timing or sensors. Thank you for your time.

>
> Thank you,
> Steven Dahlheimer
> 27 Cedar Terrace
> Milton, MA
>

Nathaniel Cabral-Curtis

From: John Duff <j.duff1053@verizon.net>
Sent: Friday, May 20, 2011 1:04 PM
To: Nathaniel Cabral-Curtis
Subject: East Milton Sq.

May 20,2001

Good Afternoon Mr. Cabral-Curtis,

My name is John Duff and I live at 90 Governors Rd. Milton Ma. I have been a resident on Governors Rd. for 23 years. I have attended a couple of the traffic study meetings and have followed the process as it has progressed. I am writing this letter to let you know that I am disappointed at what I read in the Milton Times newspaper this week at what looks to be the final recommendation by the BCAC. What this article indicates to me is that this study has just focused on a solution for the the parking problem in E. Milton Sq. What I feel is that there are two other major problems in E. Milton Square which this plan will not address. Problem # 1, This plan will not improve the flow of traffic through the Sq. Problem# 2, Thus, will continue to cause cars, trucks and sometimes even buses to use Governors Rd. (A.K.A.) The E. Milton Bypass Rd. as a major cut through. Governors Rd. has been used as a detour for a long, long time. This is the time and we have this opportunity to address the problem of traffic flow on Granite Ave, Adams St. and Bryant Ave. and keep the traffic off Governors Rd. and the other residential streets around E. Milton Sq. We need to make our residential streets safe, especially for the many small children that live on these side streets. I am very afraid that there will be an accident and someone will get seriously injured, and then it will be to late.

One of the objectives of this study listed on your website under project overview is to protect nearby residential neighborhoods, ensuring that local streets do not become detours around E. Milton Sq. Improving parking in E. Milton Sq. does not address this objective.

I ask you to please look at and address the issue of traffic flow in E. Milton Sq. and that would help with the problem of detour traffic on Governors Rd.

Please feel free to pass this letter on to the Business and Citizen Advisory Committee.

Thank You,
John Duff

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Monday, May 23, 2011 10:17 AM
To: 'Steven Dahlheimer'
Subject: Regarding Your Inquiry on the East Milton Square Parking & Access Study.

Good Morning Steven,

Thank you for taking the time to clarify your question. The attached PDF really helps so thank you for taking the time to make it.

With regard to the intersection of Adams Street/Wood Street Extension, your “no yield sign spot,” we have recognized this intersection as being difficult. This is particularly true for pedestrians who are faced with getting across two lanes of fast-moving traffic. Our modeling suggests that one way to address this location is to convert it to the more traditional T-intersection and then signalize it. This could also present an opportunity to create another pedestrian crossing on Adams Street which could be controlled by a signal. This would both help to address your concern and improve pedestrian comfort in the Square. Another option that has been suggested is to install something like a modern roundabout that would force everyone turning left to slow and yield when entering Adams Street. These suggestions will be included in the final report.

The intersection of Adams Street/Bryant Avenue is also a location that we have identified as being in need of some improvement. The long-term alternative recommended by the Business and Citizens’ Advisory Committee (BCAC) would simplify this intersection by closing the section of Adams Street that crosses I-93. Motorists would either turn left to access Granite Avenue northbound or right to access Bryant Avenue southbound. In the short-term, the BCAC has identified some options including the introduction of a new signal head that will help to make this intersection both easier for motorists to understand and safer for pedestrians to cross.

Once again, thank you for your inquiry. If you have any further questions or concerns, please don’t hesitate to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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- Transportation Planning
- Traffic Engineering
- Civil Engineering
- Public Involvement/Strategic Planning

Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Friday, May 20, 2011 1:35 PM
To: 'John Duff'
Subject: Regarding the East Milton Square Parking & Access Study

Good Afternoon John,

Thank you for your inquiry regarding the East Milton Square Parking and Access Study; we always appreciate it when members of the community take the time to bring us questions and concerns.

While this issue is not in the purview of the Parking and Access Study, the BCAC and consultant team have heard a great deal about residents' concern regarding the speed and volume of cut-through traffic on the roadways around East Milton Square. Governors Road has come up multiple times throughout the public involvement process.

In light of this, the consultant team and BCAC have worked to ensure that any option put forward for the redesign of the Square does not contribute to cut-through traffic. We have determined through traffic modeling that the hybrid plan recommended by the BCAC would smooth the flow of traffic through the Square by simplifying the intersections around the Square. With through traffic moving better on main roads such as Adams Street, it should be pulled back out of the neighborhoods to where it belongs. In addition, the final report to be submitted to the Board of Selectmen includes a menu of traffic calming options which can be implemented on the residential streets around the Square. Lastly, I will forward your email to the Town's Planning Director, Bill Clark. Bill sits on the Town's Traffic Commission which is currently working to specifically address cut-through traffic. The Traffic Commission will be meeting on June 1, and one of the topics of discussion for that meeting is traffic volumes and speeding on Governors Road.

Once again, thank you for your interest in the project. If you have further questions or concerns, please do not hesitate to be in touch by telephone or email. I will add your email address to our stakeholder database so that you will receive future project updates.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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Nathaniel Cabral-Curtis

From: Nathaniel Cabral-Curtis
Sent: Friday, May 20, 2011 9:24 AM
To: Paul Maduri (pmaduri@fitnessunlimited.com)
Subject: Links to Requested Milton Materials

Good Morning Paul,

I hope you're well and that the rain isn't giving your customers an excuse to skimp on their workout routines. I'm a regular gym attendee myself, not that it shows for much, and there's always somebody who is discovering the most fantastic excuses for not getting to the gym that day.

I understand that you're looking for a picture of the hybrid option and the crash diagram for the intersection of Granite Street/Adams Street.

Here is a link to the crash diagram:

http://www.eastmiltonsquarestudy.com/Web_Images/Crashes/Collision%20Map_Adams-Granite.pdf

Here is a link to the latest hybrid plan: http://www.eastmiltonsquarestudy.com/Web_Images/2011-05-11_BCAC.pdf just scroll down to slide 15 of 18 and you'll find it.

If you need anything else, please feel free to be in touch by telephone or email.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis
Transportation Planner, Public Involvement Specialist

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