

**REPORT OF THE
MILTON TRAFFIC MITIGATION COMMITTEE**

Submitted to the Milton Select Board and the Milton Traffic Commission

By the Milton Traffic Mitigation Committee:

Jeffrey B. Mullan, Committee Chair

Tracy Dyke-Redmond, Secretary/Clerk

Mark L. Alba, Lt., MPD, Appointee of Chief of Police

Richard S. Burke, member of Master Plan Implementation Committee

William B. Clark, Jr., Town Planner, Appointee of Milton Planning Board

Michael D. Dennehy, Milton Town Administrator

Michael F. Zullas, Chair, Milton Select Board

May 12, 2020

TABLE OF CONTENTS

A. INTRODUCTION AND EXECUTIVE SUMMARY	1
1. Introduction/Charge to the Committee	1
2. Makeup of Membership of the Committee.....	1
3. Members of the Committee	2
B. WORK PLAN, MEETINGS AND RECORDS OF THE COMMITTEE	2
1. Work Plan	2
2. Meetings of the Committee.....	3
3. Use of Town of Milton Website	3
C. EXTERNAL INPUT FROM PROFESSIONAL/GOVERNMENTAL ORGANIZATIONS ...	4
D. SUMMARY AND REPORT ON CITIZEN INPUT AND FEEDBACK	5
E. OBSERVATIONS AND CAUSATION.....	5
1. Overall Observations	5
F. MILTON TROUBLE SPOTS	16
1. Route 138 Corridor/Blue Hill Avenue.....	16
2. Blue Hills Reservation pedestrian, traffic and parking issues	19
3. Route 28 corridor (Randolph Avenue, Route 28).....	20
4. Blue Hills Parkway	22
5. The Areas Around All of Milton's Schools.....	23
6. Milton Village/Central Avenue.....	24
7. East Milton Square/Wood Street Extension	27
8. Governor's Road/Garden Street.....	29
G. OTHER TRAFFIC OBSERVATIONS AND RECOMMENDATIONS	31
1. Milton has addressed traffic issues for many years	31
2. Specific Recommendations Regarding Traffic Planning.....	33
3. Milton Should Increase Its Focus on Safety and Should Evaluate the Adoption of Vision Zero	36
4. Milton Should Work on Traffic as a Culture Issue and Work with the Schools	37
5. Milton Should Support Additional Enforcement Measures and Authority	37
6. Milton Should Work with MassDOT/MBTA/Boston/ Quincy/Canton/Randolph	38
7. Milton Should Observe (and copy) What Other Towns Are Doing	38
8. Milton's Policies Should Encourage Mode Shift (modify demand).....	39
9. Milton Should Continue to Support Investments in Supply and Maintenance.....	39

H. CONCLUSIONS AND ACKNOWLEDGEMENTS40

EXHIBITS

Charge to the Committee/Votes of the Select BoardA
Committee Work Plan.....B
Committee Public PresentationsC
Wiki Data and Citizen Input Summary.....D
Google Maps Traffic Trends.....E

A. INTRODUCTION AND EXECUTIVE SUMMARY

1. Introduction/Charge to the Committee

On August 13, 2018, the Select Board of the Town of Milton voted to establish the Milton Traffic Mitigation Committee (the “Committee”).

The Board’s charge to the Committee is as follows:

“(i) to explore opportunities for lessening, mitigating, and calming the effects of automobile traffic on public ways located within the Town of Milton, including but not limited to the potential for regional approaches, (ii) to report to the Traffic Commission¹ and to the Board of Selectmen on the results of its work at least once each calendar quarter, and (iii) to make recommendations based on the results of such work for the consideration of the Traffic Commission and the Board of Selectmen.”

This Report details the work of the Committee since that time. It is respectfully submitted to the Select Board and to the Milton Traffic Commission along with the thanks of the members of the Committee for the opportunity to serve and to look into this important issue. The Committee also thanks the professionals from the City of Boston, Massachusetts Department of Transportation (“MassDOT”) and the Massachusetts Bay Transportation Authority (“MBTA”) for their collective advice and expertise, and, of course, the many citizens of Milton who came to our meetings and took the time to share with the Committee their concerns about safety and mobility in Milton.

A final draft of this Report and an accompanying cover letter was submitted to the Board on January 22, 2020 for the purpose of submitting comment from the Board. The Board elected to solicit public comment on the Report and posted the Report on the Town’s website for several weeks. Comments received are included as a part of Exhibit D. This final version of the Report includes the Committee’s response and recommendations to all of the input received.

2. Makeup of Membership of the Committee

The Committee consists of seven (7) members appointed by the Select Board, as follows:

- (i) one (1) of whom is the Chief of Police or his/her designee;
- (ii) one (1) of whom is the Town Administrator or her/his designee;
- (iii) one (1) of whom is the Chair of the Planning Board or his/her designee;
- (iv) one (1) of whom is the Chair of the Master Plan Implementation Committee or his/her designee;
- (v) one (1) of whom is a member of the Board of Selectmen; and
- (vi) two (2) of whom are residents of the Town of Milton.

3. Members of the Committee

Following its creation by the Select Board, the Committee was established and began meeting on November 29, 2018 with an introductory meeting.

The members of the Committee are as follows:

Jeffrey B. Mullan, Committee Chair

Tracy Dyke-Redmond, Secretary/Clerk

Mark L. Alba, Lt. MPD, Appointee of Chief of Police

Richard S. Burke, member of the Milton Master Plan Implementation Committee

William B. Clark, Jr., Town Planner, Appointee of Milton Planning Board

Michael D. Dennehy, Milton Town Administrator

Michael F. Zullas, Chair of the Select Board

B. WORK PLAN, MEETINGS AND RECORDS OF THE COMMITTEE

1. Work Plan

The Committee adopted the Work Plan attached to and made a part of this Report as Exhibit B. Where noted, the Work Plan was revised to accommodate scheduling issues that arose.

The Work Plan involved an initial data collection phase during which the Committee reviewed steps that had been taken to date, the work that was ongoing in this area, and the available data sets. Following that initial phase, the Committee focused on soliciting public input and reaching out to experts in state and municipal agencies who are working on matters that are central to the Committee's mission. Finally, the Committee began a deliberative phase during which it reviewed the input it had received and formulated the recommendations that are detailed in this Report.

2. Meetings of the Committee

Generally, the Committee conducted its meetings at 7:00 a.m. on Thursday mornings at Milton Town Hall. Deliberations of the Committee were supplemented by citizen information nights and reports to the Select Board. Detailed minutes of the deliberations of the Committee available on the Town of Milton's website. The Committee notes the work of the Committee Treasurer/Clerk, Tracy-Dyke Redmond, who compiled and published all of the minutes.

As required by its charge, the Committee reported to the Select Board on March 27, 2019 and June 26, 2019 and consulted with the Traffic Commission on October 2, 2019. Public hearings, at which the Committee shared the progress of its work and solicited public input, were held on February 28, 2019, June 13, 2018, and September 19, 2019. Presentations delivered at the public hearings are included with this Report as Exhibit C. The Committee offers a special note of thanks to transportation advocate and member of the Town's Bicycle Advisory Committee Lee Toma and to Elaine Cushman Carroll of *The Milton Times*, both of whom attended all or nearly all of the Committee's many meetings. Ms. Carroll has written extensively about traffic in the Town. Mr. Toma also submitted a thoughtful commentary on the issues addressed in this Report that appears as a part of Exhibit D.

3. Use of Town of Milton Website

The Committee took full advantage of the Town of Milton's website while it conducted its work. Data assembled by the Committee is available at: <https://www.townofmilton.org/committees/traffic-mitigation-committee>. The Committee recommends that this Report be added to the Committee's webpage for use as a resource.

In March, 2019, the Committee arranged for the publication of a Wiki page to solicit citizen input on issues that are central to the Committee's charge. The Wiki was open for receipt of comments from all concerned between March and September of 2019. A presentation on the results of the input received via the Wiki and a summary of the data is included with this Report as Exhibit D. Due to its volume, the raw data from the Wiki is not included as a part of Exhibit D, but has been placed on the Committee's webpage referenced above.

While the Committee's work is complete, several citizens have requested that they be provided with an opportunity to easily make the Town aware of their traffic and safety concerns. As a result, the Committee has recommended and the Town has implemented a feedback function on the Town's website which is available here:

<https://www.mapsonline.net/miltonma/forms/standalone.html.php?id=126601532>. The Committee expects that this function will be a resource for the Town Administrator, the Traffic Commission, and other Town representatives as they address these issues in the future.

C. EXTERNAL INPUT FROM PROFESSIONAL/GOVERNMENTAL ORGANIZATIONS

During the course of its work, the Committee consulted and received advice from several agencies and individuals involved professionally in the issues related to the Committee's charge. Initially, Mr. Jeff Maxtutis and Mr. Justin Qurewitz from the transportation engineering firm of BETA Group met with the Committee to review potential traffic modeling and data collection techniques being deployed in Milton and elsewhere. Town Engineer John Thompson met with the Committee early in its deliberations to discuss the work of the Town with respect to traffic. Mr. Seth Asante from the Commonwealth's Central Transportation Planning Staff ("CTPS") joined the Committee in January to discuss CTPS's study of the Route 138 corridor. In March, Boston's Chief of Streets, Mr. Chris Osgood, joined the Committee to discuss Boston's efforts with respect to traffic control, road safety and Vision Zero.

Details of the advice each of these professionals offered the Committee are included in the minutes of the Committee's meetings. The Committee thanks each person who took time to offer advice and to the contributions they have made to the Committee's work.

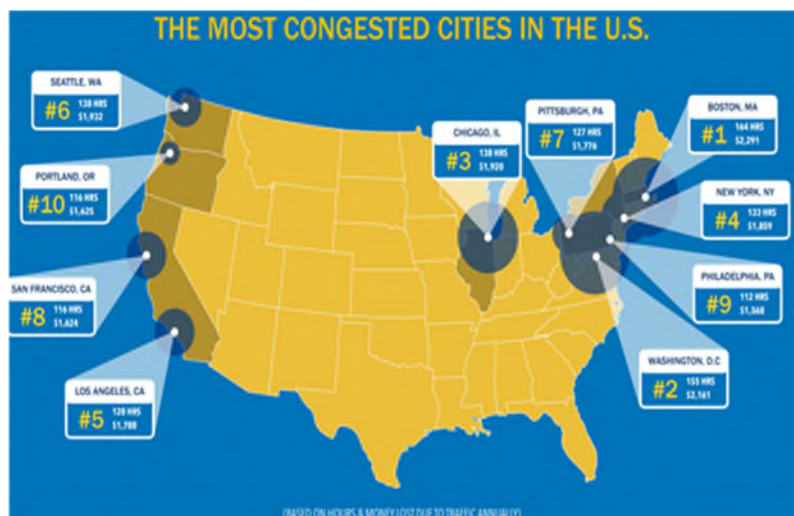
D. SUMMARY AND REPORT ON CITIZEN INPUT AND FEEDBACK

As noted above, during the course of its deliberations, the Committee received a significant amount of feedback in the form of e-mail correspondence, input into the Wiki, and testimony and other comments offered at the Committee's public hearings. Exhibit D contains a summary of this input, feedback and comments, all of which has been taken into account in the completion of this Report and in the formulation of the Committee's recommendations.

E. OBSERVATIONS AND CAUSATION1. Overall Observationsa Traffic conditions.

Traffic and overall congestion in Milton and the overall Boston metropolitan area is bad and is getting worse. That statement comes as no surprise to anyone reading this Report, as it was the reason the Select Board created the Committee in the first place.

On February 11, 2019, the transportation data and mobility analytics firm INRIX, Inc. released its 2018 Global Traffic Scorecard, which ranked Boston as the most congested city in the United States based on hours lost due to congestion. INRIX estimated that the average Boston driver lost up to \$2,291 per year due to congestion, a statistic that it believes costs the region \$4.1B in productivity each year. The rankings are available here: <http://inrix.com/scorecard/>, and the most congested regions in the United States are illustrated on this graphic:



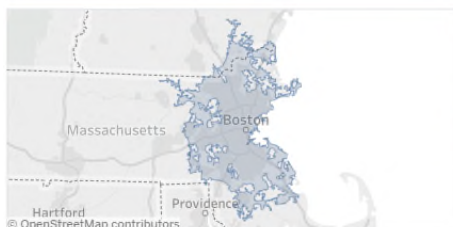
The much respected Texas A&M Transportation Institute’s (“TTI’s”) 2019 Urban Mobility Report also confirmed increased congestion in the Boston region, going so far as to subtitle the report “The Story: Traffic is Bad and Getting Worse” (<https://mobility.tamu.edu/umr/>). Its report noted that the average commuter² in Boston “wasted 80 hours in 2017 sitting in traffic,” and features this information-rich graphic:

URBAN MOBILITY REPORT 2019

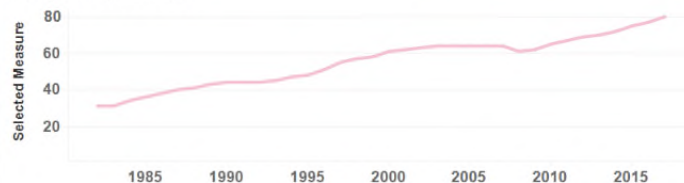
Boston, MA--NH--RI



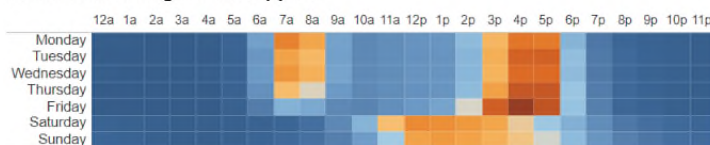
Year: 2017



Delay per Commuter



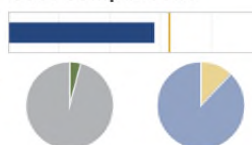
When Does Congestion Happen?



Delay Split



Cost Comparisons



2017 Congestion

Annual Total Delay:	189,426,000 Hours
Delay National Rank:	11
Annual Delay per Auto Commuter:	80 Hours
Delay per Auto Commuter National Rank:	6
Congested Weekday Hours:	4.4

Planning Time Index (PTI):	1.89
PTI National Rank:	20
Travel Time Index (TTI):	1.30
TTI National Rank:	19

Truck-Based

Annual Truck Delay:	7,956,000 Truck Hours
Annual Truck Delay National Rank:	11
Annual Congestion Cost (Trucks):	\$424M
Congestion Cost (Truck) National Rank:	11

Economic

Annual Congestion Cost:	\$3,497,000,000
Annual Congestion Cost National Rank:	11
Congestion Cost per Commuter:	\$1,443
Congestion Cost per Commuter National Rank:	8

Cost Components

Value of Time:	\$18.28/Hour
Commercial Value of Time:	\$54.94/Hour
Avg State Gasoline Cost:	\$2.35/Gallon
Avg State Diesel Cost:	\$2.55/Gallon

Environmental

Annual Excess Fuel Consumed:	74,143,000 Gallons
Wasted Fuel National Rank:	11
Annual Wasted Fuel per Auto Commuter:	31.0 Gallons
Wasted Fuel per Commuter National Rank:	7

TTI has also reported that its “gridlock data extends back to 1982, when Ronald Reagan was in his first term, a postage stamp cost 20 cents, and gas was about \$1.25 a gallon. Since that time, the number of jobs in the nation has grown almost nonstop by just over 50 percent to the current total of 153 million. Furthermore,

- the number of hours per commuter lost to traffic delay has nearly tripled, climbing to 54 hours a year;
- the annual cost of that delay per commuter has nearly doubled, to \$1,010;
- the nationwide cost of gridlock has grown more than tenfold, to \$166 billion a year; and
- the amount of fuel wasted in stalled traffic has more than tripled, to 3.3 billion gallons a year.”³

Commonwealth Magazine recently reported⁴ that “[A]ccording to US Census data, the average travel time to work for Bostonians was 27.5 minutes in 2007. In 2017, the travel time was up only 2.3 minutes to 29.8 minutes, a gain of 9 percent.” Commonwealth goes on to quote from research completed by New York City transportation consultant Bruce Schaller, who notes that, while drivers are experiencing a lot more congestion, they and many employers are continually adjusting to that congestion to make their commutes somewhat reasonable.

The process starts when people accept a slightly longer commute into the city in exchange for a suburban house and lawn,” Schaller writes. “Jobs soon follow to the suburbs, shortening the commute for many residents. Some people then move out a bit further to take advantage of cheap land prices, and get closer once again to open countryside. As jobs follow again, metro areas expand like a balloon, everyone and everything moving outward from the center but not so far apart from each other. That’s how workers can keep their commutes to a reasonable duration.

There is evidence that dynamic is changing as people and jobs return to cities and new technologies and ways to move around present issues for high traffic regions today that are different from those in the past.

In August, 2019, the MassDOT released a “*Report to the Governor 2019*” entitled “*Congestion in the Commonwealth*” (the “2019 Report”, available here: <https://www.mass.gov/files/documents/2019/08/12/MassDOTCongestAug19Acc.pdf>) in which it detailed the extent of congestion in the Commonwealth, made several key findings, suggested the core reasons for congestion, and set forth several next steps. Many of those same strategies have been discussed and considered by the Committee and are noted in this Report.

At the same time congestion is increasing, roads also appear to be getting more dangerous. The New York Times recently reported “[P]edestrian fatalities in the United States have increased 41 percent since 2008; more than 6,000 pedestrians were killed in 2018 alone. More than 4,000 American kids are killed in car crashes every year.⁵”

Of course, Milton residents sense this and see it daily. Indeed, congestion in the Boston metropolitan region and the impact that congestion has on Milton’s streets and Milton residents’

quality of life are the reasons so many are focused on this issue today. For the purpose of framing its work, the Committee has categorized the issues it has considered into three types: (a) Type 1: solutions that require Federal attention and action; (b) Type 2: solutions that require a cooperative and sometimes regional approach with the Commonwealth (DCR, MassDOT MBTA) and other local jurisdictions (Boston, Quincy, Canton); and (c) Type 3: solutions that can be studied and evaluated, with further action addressed by the Town exclusively. Even though the Town of Milton may not be able to address the causes of all of the factors leading to congestion within the Town, to fully address the issues the Committee has been charged to examine, each type of solution should be examined and evaluated.

One way to think about what we are experiencing is to picture a glass that is nearly full. At times during the day, the introduction of even small amounts of fluid causes the glass to overflow. We acknowledge that some of the core issues driving congestion are beyond the Town's, and this Committee's, ability to effectively address alone. However, the metaphor illustrates that even small increases in traffic can have significant consequences - that every trip counts and that taking steps to make our roads safer and to shift demand even slightly, particularly when other communities and stakeholders are focused on these same objectives, can make a difference. And, because every trip does indeed count, Milton residents, although many do not think of it this way, are part of the problem we all face. So too must they be a part of the solution.

This Report focuses on the steps we, as residents of Milton, working together, can take as we begin to make a difference.

b Traffic in Context.

What people are experiencing is more than just the same old "traffic is bad" complaints. We all know that people complain about traffic, have always complained (and probably will always complain) about traffic - just like we probably will always complain about the weather or the Red Sox.

And while traffic complaints in metropolitan regions like the one Milton is a part of are common and long held, traffic is different today, as is the transportation business. Today,

“Transportation Network Companies” (“TNCs”) such as Uber and Lyft, offer us more choices than ever before, sometimes replacing a short car ride with what we might have completed by a bus ride or a walk or perhaps not a trip at all in the past. More importantly, TNCs have added many, many more vehicles to our roadways at peak travel times, precisely the same time our roadways are at or near capacity – and they continue to expand.

According to a 2018 study on the topic, TNCs added 5.7 billion miles of driving in the nation’s nine largest metro areas.⁶ The study noted that policymakers need to increasingly focus on trip fees, congestion pricing, bus lanes and traffic signal timing, which can help cities manage current congestion generated by increasing TNC trip volumes while pursuing the ultimate goal: less traffic. Key steps involve limiting low-occupancy vehicles, increasing passenger occupancy of TNCs and taxis, changing commercial vehicle operations, and ensuring frequent and reliable bus and rail service. Predictable steps, perhaps, but worth noting, particularly for a better understanding how everyone can assist in achieving these outcomes.

As was recently noted in a terrific article on the relationship between traffic and inequality featured in *the Atlantic*⁷:

*What seems most convenient for the individual in the moment—whether it’s driving alone, hopping in an Uber or a Lyft, or soaring over a gridlocked highway in a helicopter—is often the worst for everyone in the aggregate. Ultimately, the kind of freedom of movement that a service ...promises can really only be offered at large scale by collective planning and government action.**

Transportation and traffic have also been dramatically impacted by cellphones, which provide all of us with maps in our pocket and distractions that all too often lower our overall awareness. Distracted driving has become a major safety concern – leading to the Commonwealth’s recent outright ban on handheld cell phone use while driving. Perhaps most significantly, mapping technology apps such as Waze provide motorists with instant advice on how to avoid our increasingly congested regional highway system - the system specifically designed to accommodate commuter traffic - in favor of local roads never designed to accommodate the volume or speed of commuter traffic. The results are of major consequence,

with local roads once little known now becoming cut-through routes for large volumes of traffic in Milton (and elsewhere). Indeed, the data and anecdotal evidence suggest that this technology is the cause of many of the concerns of Milton residents, as once quiet streets become heavily trafficked motorways and others bear traffic at high and unsafe speeds rarely seen in the past.

Waze has become a national lightning rod, promoting what some call a “War on Waze” that involves large (New York City, Los Angeles) and small (Takoma Park, MD, which organized a data misinformation campaign designed to route traffic away from the community) communities. Fremont, California delayed traffic signals and restricted rush-hour turns; Brookhaven, Georgia, partially closed roads; and Leonia, New Jersey closed 60 streets during rush hour, all in an effort to combat the effects of Waze. Litigation has been threatened in places such as Los Angeles, but at least to date, has not been initiated. Defenders of Waze point out that the application provides a valuable service that is helping cities and states deal with an increasing congestion problem caused by simple economics – too many people seeking limited space on the road at the same time. Waze, they claim, increases the supply of roads available to motorists, thereby, at least in theory, lessening the congestion. That may be true, but it comes at a cost.

Online shopping is also contributing to increased local traffic, as one trip to shop has become several deliveries from online retailers for many of us. According to research compiled by Professor José Holguín-Veras at Rensselaer Polytechnic Institute, between 1963 to 2009, the U.S. per capita rate of deliveries of all kinds of freight (commercial and residential) remained remarkably stable, declining a small fraction over those five decades to 0.12 daily deliveries per American, or slightly over one freight trip a day for every ten people in the country. Between 2009 and 2017, that figure increased to an average of 2.5 freight trips for every ten Americans. At current growth rates, that number will double again by 2023⁸.

Each of these external factors, taken alone, may not be forcing Milton’s traffic to its tipping point. But, together, they add up. And, as we have seen, every trip counts. For better or worse, the reality of increasingly distracted driving, efficient roadway traffic technology, companies (TNCs) specifically created to create more traffic volume, and modified consumer behavior, are with us for the foreseeable future. Combined, they create a very different traffic

situation that many are used to, and require increasingly sophisticated and coordinated tactics to address. Of course, the best solution to the elimination of cut-through traffic is to make our regional roadway system function more efficiently. That effort, which includes improvements to our mass transportation network, is ongoing, and will take time. It is most certainly a goal that Milton should embrace at the top of its transportation agenda.

Locally, any effort to truly address cut-through traffic will require collection and analysis of origin and destination traffic data, consideration of tactics to address the consequences of the cut-through traffic, and communication with those most affected to test the success of those tactics. More comprehensively, to make real improvements in these areas we need to work with our transportation system as a whole (roads, trains, subways, buses, bikes, pedestrians) rather than as a series of independent modes. Indeed, Milton is fortunate to offer its citizens transportation choice. Much of the Commonwealth has little choice – leaving people with only the option to drive. Certainly, Milton must push to make the regional highway system more efficient. Ultimately however, our success in relieving the Town of its congestion will depend on making alternatives to driving more acceptable and workable for people. In the meantime, Milton can and should undertake several steps to help the situation.

c Local Causation Factors.

The national issues we have described are certainly impacting local traffic as well. Big picture, traffic is a supply and a demand issue – we have limited supply (roads, trains, bus routes) coupled with increased demand (particularly into Boston)⁹. It is unreasonable to expect the current regional highway network to grow appreciably. Our most effective strategies therefore will increase supply to move the most people most efficiently (increase rail service, improve and increase bus connections), while also making these mass transportation modes more attractive.

The trend toward rideshare is part of the issue and is driving, to some extent, additional traffic.

*“In 2018, rideshare companies, also called transportation network companies (TNCs), provided **81.3 million** rides in Massachusetts, approximately 25% more than in 2017. This increase happened across the state, in towns and cities of all sizes and types.*

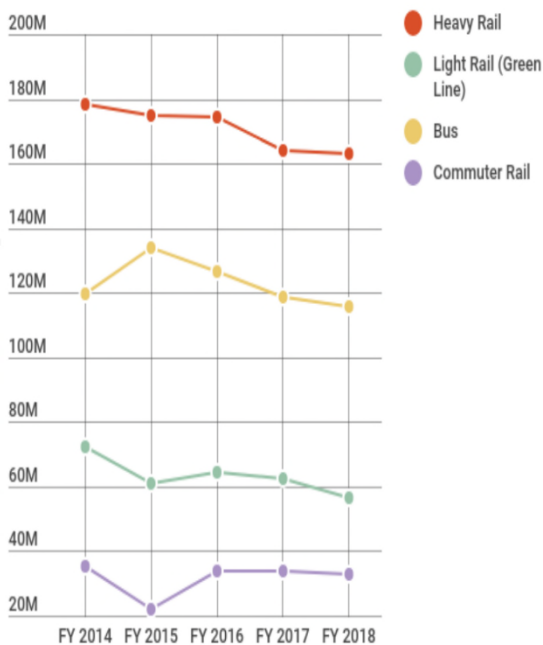
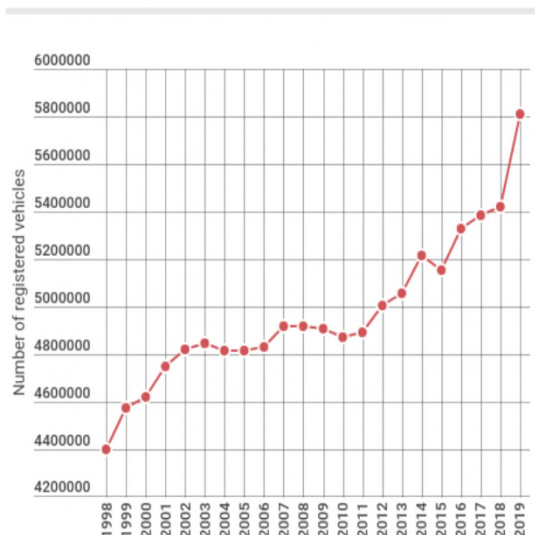
Massachusetts law requires rideshare companies to share data with the Commonwealth. The companies also pay an assessment, 20 cents per ride, that is distributed among cities and towns, Massachusetts's general transportation fund, and the taxi and livery industry. In 2017, these fees amounted to more than \$12 million, and in 2018, more than \$16 million."

While TNCs rideshare companies pay a \$0.20 fee to the Commonwealth for each trip, most experts believe that the total fees paid for a TNC ride are too low. TNC fees are distributed to cities and towns based on where the trip originates. In 2018, 173,227 TNC trips originated in Milton, resulting in a payment to the Town of \$17,059.20. Milton increased 26% (from 137,861 originating rides in 2017 to 173,227 originating rides in 2018). Now at 80,000,000, Governor Baker has predicted that total TNC trips in Massachusetts will soon top 100,000,000 annually¹⁰. And that doesn't count the miles travelled when these TNCs are awaiting a customer or are otherwise in transit.

This is also happening against the backdrop of increased vehicle registrations in Massachusetts. In an October, 2019 report, WCVB reported that ridership on the MBTA has declined over the past several years while the number of registered vehicles in Massachusetts has expanded dramatically, and offered us these graphics:

MBTA Ridership

Vehicle Registrations in Massachusetts



These same trends are seen here in Milton. Consider that by all accounts traffic and congestion overall is at an all-time high in Milton – at least anecdotally. However, the Town has not grown appreciably in 60 years. In 1960, Milton’s population was 26,482, had 6,628 households, and issued 11,579 auto excise bills.¹¹ In 2018, it had 27,031 residents, 9,274 households and issued 21,601 auto excise bills. This suggests that, while the Town’s population hasn’t grown appreciably during this time, individual households have grown by thirty percent and the number of automobiles Milton hosts has increased by a factor of nearly one hundred percent.

Milton is not alone. As just one example, according to this report:

<https://www.miamiherald.com/news/local/community/miami-dade/article220932410.html>

(retrieved on July 1, 2019), Coral Gables, Florida is dealing with many of the same issues that Milton faces, with the results being similar recommendations:

Among the options city planners and engineers can select: Speed bumps, speed tables, speed cushions (aka “sleeping policemen”), roundabouts (traffic circles), realigned intersections, raised intersections, raised medians, chicanes (curved travel paths), pedestrian crossings, and trees and vegetation planted in close proximity to roadways.

“The goal is enhanced neighborhood livability,” said Mark R. Brown, who is overseeing Coral Gables’ traffic calming project that has focused on some 165 locations.

After three years of discussions and data collection, Coral Gables reached an agreement with Miami-Dade County that allows the city to tailor its traffic calming criteria to its needs. Trouble spots are evaluated with a scoring system that measures traffic volume and speed, pedestrian numbers from schools, parks and transit lines, driveway density and the number of preventable crashes.

Finally, Waze and similar apps have exacerbated traffic concerns in Milton. Consider two examples - on Governor’s Road and in the Blue Hills. At a public meeting held in Milton in the Fall of 2019, Town Administrator Dennehy explained that the Town has also gathered helpful data from radar speed monitors. For example, a total of 13,704 cars traveled northbound and passed the traffic radar on Governor’s Road in one week of June of 2018 (during the work week, but not when school was in session). A similar volume of traffic was recorded a year later. There are statistically significant drop-offs in traffic during the weekend. This suggests that most of the traffic on Governor’s Road is cut-through traffic – intuitively correct to those familiar with the situation, but also supported by actual data.

In the case of the Blue Hills roadways, while we don’t have good data to support the theory, we do know that those roads are not obvious parts of the regional roadway network, are not signed as such, and, while they are well known locally, are not obvious routes for someone travelling from, say, Quincy to Stoughton. Nevertheless, they are popular routes for that journey during peak traffic hours today. Regardless, no one would deny that those roads feature massive congestion during commuting hours, congestion that was not common just a few years ago.

According to MassDOT, peak traffic is experienced northbound between 7:30 AM and 8:30 AM and southbound between 3:00 PM and 4:00 PM. The corridor has been the subject of extensive study, including a 2001 study of the road from Stoughton to Boston, and 2018 studies of the road in Canton and in Milton¹², all by CTPS. CTPS's report concludes¹³:

Our analysis rates the corridor as poor based on the quality of vehicular, pedestrian, and bicycle travel it provides. Many locations in the study area experienced a greater-than-expected number of crashes; and two intersections are on the list of Highway Safety Improvement Program (HSIP) crash clusters. The roadway is considered unfriendly for pedestrians and bicyclists because of:

- A lack of connected and continuous bicycle lanes*
- Gaps in the sidewalk network*
- Narrow and substandard sidewalks*
- A lack of crosswalks at midblock locations*
- Obstructions in sidewalks*
- Poor street lighting*
- High vehicle speeds*
- Roadway configurations that create inequity by placing too much emphasis on vehicular use*

The traffic safety and operational problems facing roadway users include, but are not limited to:

- High vehicular speeds*
- High-crash locations*
- High volumes of traffic*
- Inadequate capacity at some of the signalized intersections*
- A lack of left-turn lanes*
- Outdated signal-timing plans*
- Outdated signal equipment*
- Drainage problems and pavement conditions*

- *Motorists' difficulty in turning left or pulling out of side streets and business driveways.*

A representative from CTPS presented its work to the Committee in 2019. The study makes several recommendations aimed at addressing CTPS's findings in a project being advanced by MassDOT (Project 608484), which highlight a complete streets approach for the corridor. Improvements have been programmed in the 2020 Transportation Improvement Program, and public input and planning is being pursued now.

b Citizen input to the Committee. Several people have raised issues with the corridor to the Committee. Notably, many comments align with the CTPS study, particularly in taking steps to improve the pedestrian environment of the roadway. Signage issues have also been raised, particularly with respect to truck traffic exiting to Neponset Valley Parkway. Citizens have also raised concerns about the lack of a pedestrian environment on the road, as well as the need for additional awareness messages along Route 138 and its side streets connecting to Brush Hill Road.

Wiki data indicates that residents are concerned about safety around the Tucker School drop off area and cars backing up onto Blue Hill Avenue, the pedestrian crossing at Oak Street, and school zone signage around the Tucker School. Residents also expressed concern about accidents at Churchill and Tucker Streets and suggested that both streets should be one-way. Residents noted the difficulty for cars exiting the Thatcher Montessori School and trying to turn from Blue Hill Ave. southbound to Canton Ave. Residents suggested there should be no parking near busy intersections because it is difficult to see around cars that are parked on Blue Hill Ave., for example cars trying to pull out of Churchill St. Residents also expressed concern about truckers using engine braking in the vicinity of 680 Blue Hill Ave. (between Atherton Street and Barbara Lane), and the associated noise pollution.

c Committee Recommendation. The Committee recommends that the Town become directly involved in the planning and advocacy of improvements to the corridor, with particular emphasis on pedestrian improvements, bicycle accommodation, pedestrian safety in the Blue Hills Ski Area section, and traffic calming. The Town should consider forming a group of interested citizens to drive better outcomes. The Committee further recommends that the

design of the corridor improvements being led by MassDOT continue, and that the Town work to improve the pedestrian environment on the road in the short and long term.

The Committee notes that the Town has worked with DCR on signage in this area and that DCR has added a sign closer to the Boston (Hyde Park) line that should help with lessening truck traffic entering Milton Street. Given the volumes of traffic in this area and the importance of the route, this situation will likely need to be regularly monitored. The Committee thanks the Town and DCR for their collective efforts in taking these corrective steps.

2. Blue Hills Reservation pedestrian, traffic and parking issues

a Description of Issue. The Committee has observed a noticeable increase in pedestrian and vehicular activity in the Blue Hills Reservation. Owned by the Commonwealth of Massachusetts and managed by its Department of Conservation and Recreation (DCR), the Blue Hills is a 6,000 acre plus state park that comprises one of the largest parcels of open space in the Greater Boston Area. Roads within the Blue Hills, including Unquity Road, Chickatawbut Road, portions of Hillside Street, and Blue Hill River Road, are under DCR's control and are patrolled by the Massachusetts State Police from the Hillside Street barracks.

Traffic on these roads experience significant congestion many hours of the day, particularly in the afternoon commute. This congestion is no doubt exacerbated by Waze, Google maps and other on-line traffic monitoring tools. The additional pedestrian traffic that has come with the increasing popularity of the Reservation adds safety concerns to these congestion issues, a situation that is particularly noticeable by the large increase in roadside parking at the Reservation, particularly near Houghton's Pond.

b Citizen input to the Committee. Little public comment was made about Blue Hills traffic during the Committee's public sessions. In the Wiki, some residents did raise concern about congestion in the Blue Hills Reservation, particularly at the intersection of Hillside Street and Blue Hill River Road. One resident suggested that DCR consider making this intersection a roundabout to better accommodate large volumes of traffic that primarily travel in a singular direction based on the time of day. Other residents suggested adding bike racks at the Houghton's Pond parking lot to encourage bikers and less car traffic. One resident also noted

that turning onto Harland Street from Unquity Road is confusing, with drivers turning into two adjacent entrances onto Harland, especially when driving south on Unquity.

Committee Recommendation. The Committee recommends that the Town urge DCR to develop a pedestrian and vehicular master plan for the Blue Hills aimed at addressing pedestrian safety around the Reservation's most popular locations, additional ways to access the Reservation, and congestion mitigation strategies. Given the multi-faceted nature of this issue and the high volume of interest, this issue would benefit from the creation of a citizen group, perhaps in cooperation with other organizations interested in improvements to the Reservation.

3. Route 28 corridor (Randolph Avenue, Route 28)

a Description of Issue. The Route 28 corridor is home to Milton's most severe traffic concerns. Like Blue Hill Avenue, it is a state highway under MassDOT's control, extending from the intersection of Randolph Avenue and Reedsdale Road (at St. Elizabeth's Church) south to the Milton/Quincy Line just south of Chickatawbut Road¹⁴. MassDOT is currently planning a major intersection improvement¹⁵ at Chickatawbut Road, which it has represented to "*rank[s] second in the state's top 200 list given the severity of accidents that occur at this location.*"¹⁶ The project would introduce a roundabout at this location. According to reports, MassDOT is also planning a mill and overlay (repaving) project for this stretch of road in the near future.

Congestion on Randolph Avenue also causes traffic issues elsewhere, as, for example, Pleasant Street has become a major cut-through. It also appears that traffic originating at Randolph and Pleasant is effecting pedestrian and bike accessibility as cars are now opting not to stay on Edgehill Road past the Collicot/Cunningham schools due congestion but continuing on Pleasant to Brook Road as a commuting option. This issue is exacerbated by the fact that this stretch of Pleasant Street is narrow and winding, with curbs that make the street one lane in many instances due to parking. These high volumes of traffic discourage walking or biking, adding still more trips near the schools. Enforcement of stop signs and traffic signals in this stretch of road, particularly during commuter hours, is also an issue.

b. Citizen input to the Committee. Randolph Avenue is the source of many concerns of Town residents. It has been a frequent subject of the Traffic Commission, and concerns about high speed on the road have been expressed for many years. It is the sight of frequent crashes, including high-speed crashes that have resulted in fatalities. It features bumper to bumper traffic in the commuting hours, broken only by delays due to signals. At all other times, it is a virtual raceway. It lacks a safe pedestrian environment. Nearby residents are consistently concerned about speed, traffic volumes, and their own inability to access the road due to both issues. The situation demands significant attention.

In the Wiki, many residents expressed concern about safety on Randolph Ave., with the majority of comments focused on excessive speeds and the difficulty of turning onto Randolph Ave. from side streets. Some residents expressed concern that if a roundabout is installed at the Chickatawbut/Randolph intersection, it will make it harder for residents to exit their neighborhoods because there won't be a break in the traffic from traffic lights. Residents also requested traffic lights at the Wollaston Golf Course entrance and Hallen Ave., improvements that may not be possible due to MassDOT's minimum traffic requirements and the location of other lights on the road. In addition, residents pointed out dangerous driver behavior (e.g., running red lights and making U-turns in the middle of Randolph Ave) and cut-through traffic resulting from cars trying to avoid congestion. Residents offered specific suggestions for adjusting traffic lights (e.g., by adding a left turn only arrow to the light cycle at all times for turning left from Randolph Ave. onto Chickatawbut) and adjusting lanes. Finally, residents suggested making Randolph Avenue safer for other modes of travel through the introduction of a multi-use path.

c. Committee Recommendation. The Committee recommends that the Town continue to work with MassDOT on the intersection improvements. While the improvements represent progress aimed at improving safety, they do not go far enough in addressing the multiple issues on this stretch of roadway. Plans for the intersection need to address neighborhood concerns about access to the road, additional speed control and pedestrian safety measures must be addressed, and a corridor study similar to the one completed for Route 138 should be completed. Sections of the road may be particularly well suited for the creation a Safety Speed Zone in cooperation with MassDOT (see additional discussion on Safety Speed

Zones later in this Report). CTPS has recently indicated that the Route 28 corridor ranks high on its list of priorities. The corridor has been identified in the needs assessment featured in the Metropolitan Planning Organization's Long Range Transportation Plan. The Town supports the selection of the corridor for study in the 2019 Federal fiscal year, a position that the Committee supports and recommends as a high priority and much needed step to identify measures to be taken to address these several concerns.

4. Blue Hills Parkway

a Description of Issue. Blue Hills Parkway is an historic parkway under DCR control that runs from the Boston line at Mattapan Square south to Canton Avenue and the entrance to the Blue Hills Reservation at Unquity Road (originally a traffic circle, now a modern, signalized four-way intersection). It was designed by Charles Eliot and dates from 1893.¹⁷ It now features a beautiful landscaped strip as its median, is tree-lined and is home to many handsome, well-cared for homes as well as Tucker Elementary School and an entrance to Milton High School. It is on the National Register of Historic Places. Recently, pedestrian improvements have been made at its northern terminus to assist with bicycle and pedestrian connections to Mattapan Station and the Neponset River Trail. While it is a relatively low volume road, high rates of speed are experienced on the Parkway throughout the day.

b Citizen input to the Committee. The Committee received a letter about the Parkway expressing several concerns about the loss of several historic features notable to the Parkway, the volume of truck traffic, and high rates of speed (see Exhibit D). In the Wiki, many residents expressed concern about Blue Hills Parkway, particularly about the need to improve pedestrian crossings and make the bike lane safer (e.g., grade separated) because cars drive in the bike lane. In addition, residents noted that it is difficult for drivers turning onto Blue Hills Parkway or attempting to cross the road to see oncoming traffic due to parked cars. Residents also expressed concern about the high rate of speed on the Parkway.

c Committee Recommendation. The Committee recommends additional traffic enforcement on the Parkway in consultation with DCR and the State Police. The Committee also recommends a meeting with DCR concerning additional safety improvements and concerns

about the loss of historical attributes on the Parkway, and that the Town request that DCR conduct a comprehensive review of all pedestrian crosswalks and the bike lanes on the Parkway.

5. The Areas Around All of Milton's Schools

a Description of Issue: The Town has taken several steps to improve motorist and pedestrian safety at all Milton Schools over the past several years. While the Committee will not catalogue those improvements, it does acknowledge that they have universally helped address issues that are central to this Report – primarily pedestrian safety. Data observed by the Committee shows measurable vehicular congestion in the areas of Milton's schools in the mid-afternoon hours.

The Committee also acknowledges the work of the Milton Schools Traffic and Transportation Sub-Committee, which was created to serve a forum to discuss safety and transportation issues central to the schools, including transportation fees. Further, the Committee notes that the Town has a "School Traffic Control Unit" within the Milton Police Department that is focused on road crossing safety.¹⁸

b Citizen input to the Committee. Some residents noted student safety in their discussions with the Committee. In the Wiki many residents expressed concern about pedestrian safety and excessive speeds near schools. For example, residents expressed concern about the need for a pedestrian crossing at the intersection of Central Ave. and Fairbanks Road near the Pierce Middle School. Residents requested improved pedestrian crosswalks, improved signage, reduced speed limits, and police details to cut down on speeding. Residents also requested additional bike racks at the middle and high schools.

c Committee Recommendation. The Committee recommends:

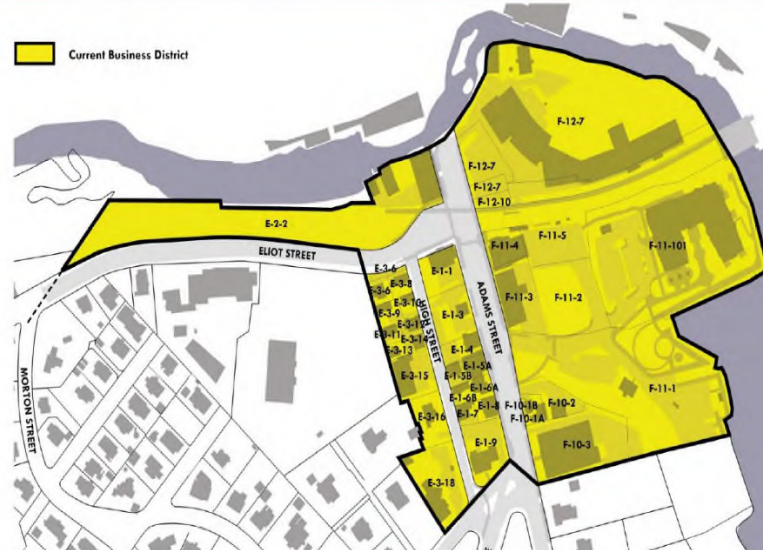
- (i) that concerted efforts be made to encourage less vehicle trips to the school through, among other things, a continued focus on the Safe Routes to School Program, which "*works to increase safe biking and walking among elementary and middle school students by using a collaborative, community-focused approach that bridges the gap between health and transportation.*"¹⁹ All Milton schools are partners with the Commonwealth in this effort;

- (ii) that the Town make a concerted effort to increase traffic enforcement near all schools, specifically targeting speed violations at pick-up and drop-off times;
- (iii) that the Town conduct a review of where children cross the street in large numbers near schools, with the objective of making certain that there are sufficient pedestrian crossings and appropriate signage in these key locations;
- (iv) that the Town install additional bike racks at the Pierce Middle School and Milton High School;
- (v) that the Town work with private schools in the area to identify consolidated, central pickup locations for their students, a planning effort that is aimed at reducing trips and assisting with congestion during the school commuting hours; and
- (vi) that traffic through the parking lot at Kelly Field (near the Pierce Middle School) be revised to flow one way so that cars don't enter the lot from both sides as they turn around to drop off students at Pierce.

6. Milton Village/Central Avenue

a Description of Issue: The Milton Village Business District has been an area of focus for with the work of the Town's Master Plan Implementation Committee (MPIC).²⁰ Since traffic issues at Central Avenue, near the Central Avenue trolley stop and in and around the Central Avenue business area, share some traffic characteristics with Milton Village, this Committee has addressed them together. Already an area with high congestion during the commuting hours, implementation of the Master Plan would result in zoning changes that would increase density, encourage higher land uses, and potentially lead to more congestion in the districts.²¹

Milton Village Mixed-use
Zoning District Boundary and Parcels:



Among other things, the MPIC has recommended that a traffic signal be installed at the intersection of Adams Street and Randolph and Canton Avenues, and that signalized improvements be made to assist with queuing of traffic between Boston (Dorchester) and Milton. The MPIC has also recommended improvements to the pedestrian signals at the Adams and Eliot Streets intersection, and the addition of a southbound right right-turn lane at the Adams Street and Randolph Avenue intersection.

b Citizen input to the Committee. At the Committee’s first public meeting, one citizen spoke to the issue of traffic in Milton Village. She also requested that the Committee advocate for a “Block the Box” treatment on Adams Street at the entrance to the Milton Landing area. This same person noted that it is very hard to see around the parking spots on Adams Street adjacent to Wharf Street; these have since been removed in response to citizen concerns.

In the Wiki several residents suggested that there should be a traffic light at the intersection of Adams Street, Randolph Ave. and Canton Ave. Others noted high rates of speed and accidents in the area and suggested posting speed limits on Adams Street. Another questioned why there was designated street parking in the area, given the congestion on the roads during peak hours, and suggested that additional lanes of traffic be allowed. Another echoed the comments in the public meeting about the difficulty of exiting Wharf Street. A bit further out on Canton Ave, two residents suggested 4-way stop signs at the intersection of Canton Ave. and

School Street. Another resident expressed concern that installation of signals at the Adams/Randolph/Canton intersection would cause School Street to become more of a cut through than it already is, which motorists seeking to bypass the light as they travel north on either Canton or Randolph Avenues in the morning and as they travel south in the evening.

Several residents noted concerns about traffic speed on Eliot Street, suggesting the speed limit should be reduced to 25 MPH. Several residents also expressed concern about drivers ignoring stop signs and red lights and suggested greater enforcement. Another resident noted that sight lines for drivers coming from Valley Road onto Eliot Street are impaired by hedges on the right.

At Central Avenue near the trolley and bike path crossing, residents requested installation of a four-way stop sign. Many residents also expressed concern about the number of cars rolling through the stop signs at the intersection of Central Ave. and Eliot Street, and suggested the need for greater enforcement. In addition, residents suggested transit signal prioritization and addition of parking along Central Ave. for commuters to encourage residents to take transit rather than driving. One resident also suggested reconfiguring the intersection of School Street and Canton Ave. to improve sightlines and prevent parking too close to the intersection. One resident suggested that the Town should implement a resident sticker parking to permit street parking for residents using the MBTA trolley.

c Committee Recommendation. The Committee recommends that the traffic signals at Randolph/Adams/Canton be installed, in the configuration as recommended by the MPIC. The Committee supports restricting traffic from entering School Street in order to bypass the potential signal installation at Canton/Randolph/Adams Street, and recommends further study on precisely the most optimal way to design and enforce such a restriction.

The Committee also recommends that the Commission review the several other improvements summarized above, and that the stop signs at the Central Avenue trolley stop, which were removed because they had been installed in violation of requirements, be re-installed to improve the dangerous situation created by road traffic, high pedestrian volumes, and trolleys crossing all at the same time (stop signs for the trolleys have returned, but a four-way stop is warranted). The Committee does not recommend a change to provide on-street parking for

MBTA trolley service at this time due to the potential impact to both the residential and business communities. Finally, the Committee recommends that traffic in the area be monitored closely as the recommended changes in zoning are aimed to increase density in the district, a goal that will likely lead to increased traffic.

7. East Milton Square/Wood Street Extension

a Description of Issue: Milton Square traffic is second only to Randolph Avenue in traffic-related discussions amongst Milton residents. It is not a new issue, with traffic issues being a part of Milton Square matters since before the Southeast Expressway was constructed more than sixty years ago. From 1995-1997, MassDOT constructed a deck over a section of open highway, capping a portion of the expressway on which the Town now maintains M. Joseph Manning Park. In creating this park, the Town initiated a diversion of Adams Street so that it no longer passed straight through the Square, but rather followed a circuitous route as traffic moved north to south. Like other business districts in small towns, the square suffers from a lack of parking and from intense congestion during commuter hours. As traffic entering the Square from Quincy has grown and traffic on the regional highway system (I-93) increasingly becomes congested (or fails²²), the traffic situation is exacerbated. While the MBTA is served in this area by bus, the congestion impacts trip times (so-called headways²³) as they make the trip to either Ashmont or Wollaston Stations on the Red Line. In addition, heavy volume on Wood Street Extension, particularly during commuter hours, results in motorists increasingly seeking to avoid traffic on Interstate 93 – using Hollis Street to access Edge Hill Road to Randolph Avenue in an attempt to keep moving rather than use the expressway. This, of course, drive more volume to Randolph Avenue.

The Town is advocating for the completion of an improvement plan that would relocate and improve traffic signals, install bike lanes and safety islands, make other pedestrian improvements, and add parking along Bryant Avenue and Edge Hill Road. Design plans are nearly complete, with construction planned through 2022. The Committee supports these efforts.

b Citizen input to the Committee. Included with the Citizen feedback exhibit to this Report are comments received from the Committee with respect to traffic concerns in the East Milton Square area, consistent with the preceding section. Further east of the Square, between

the Square and the City of Quincy line, residents on Brackett, Washington, Eaton, Rockwell, Eaton and other streets have expressed concern about the safety of young children, noting that the number of near misses is growing and that speeding is a serious problem. Residents note that there is a school bus stop at the corner of Washington and Bunton, which lacks a stop sign and that the area is a well-known cut-through from Beale Street in Quincy and Adams Street in Milton that often features cars travelling in excess of 40 MPH. Citizens have requested that the Town install stop signs in both directions on Washington Street to slow traffic. A resident noted that traffic control at the intersection of Squantum Street and Adams Street is chaotic and needs improvement. An additional issue of importance in the Square is effective use of the curb, which is an increasingly important area of focus in similar areas.²⁴

c Committee Recommendation. The Committee supports all efforts to make East Milton Square more pedestrian friendly and walkable. It supports the Town's current plans, but believes that additional improvements in the Square are necessary to truly improve the Square consistent with the Committee's overall goals of improving safety and relieving congestion in the Town. The Committee is aware that traffic is a significant issue for residents in the area and that much effort and discussion has gone into the issue over many years. Specific steps to be taken require more study than is permitted by this Report. A working group of Town officials, residents, and members of the business community should be formed to evaluate specific strategies for next steps in the Square. Traffic on Wood Street Extension is a major issue, as is pedestrian safety, particularly with respect to routes to and from the Square, and parking continue to be major issues.

Simply put, residents must be able to feel safe in walking to the Square, particularly from the west. Unfortunately, this is not true today. In addition, cut-through traffic that spills from the main streets of East Milton Square (e.g., Granite Ave. and Adams Street) into surrounding neighborhoods should be addressed. Traffic calming measures such as tree planting, lane narrowing, minimizing radii at intersections, special treatments at "gateway" intersections, highlighting of pedestrian crossings, speed tables, and improvements to signals (collectively, "Traffic Calming Measures") should all be considered. The Committee notes that, while turn restrictions have been implemented elsewhere in Milton in an effort, sometimes successfully, to limit cut-through traffic, these steps can also have the effect of simply putting regional traffic on

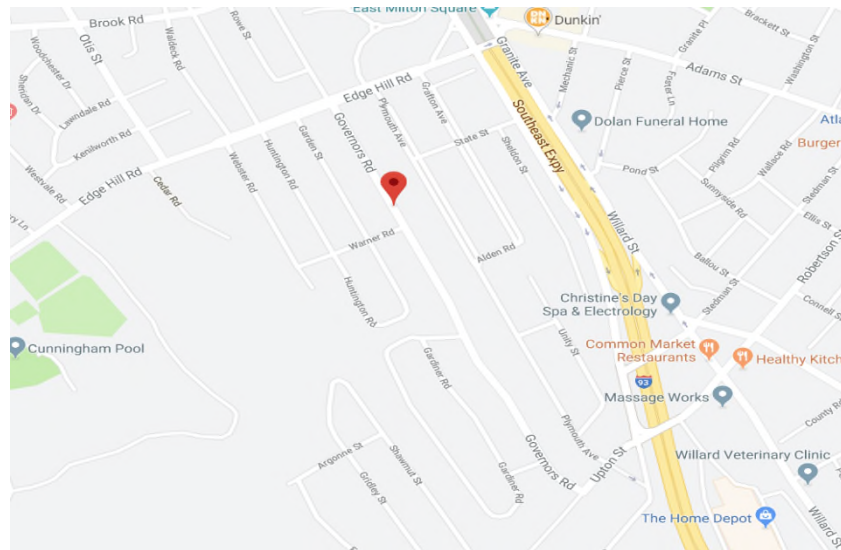
other local streets and must be carefully considered. Overall, while some treatments may not be appropriate for the Square, the working group should consider those that are appropriate in its efforts to make the Square and approaches to the Square safer. Attention is also needed to address the Wood Street Extension traffic and its diversion into residential neighborhoods.

The Committee also recommends that the Town create a Parking Benefit District (“PBD”) in the Square. PBDs are authorized by Section 22A1/2 of Chapter 40 of the General Laws and permit parking revenue collected within the PBD to be used in that district through a dedicated fund in accordance with the purposes and uses listed in section 22A of said Chapter 40.²⁵ They also feature an Advisory Board to manage the PBD. PBDs are design to do two things: (1) better manage precious parking resources in commercial areas, and (2) raise revenue that can be reinvested in the vibrancy and vitality of a commercial district. A PBD engages residents and businesses on how to make parking easier and more efficient and what enhancements to a district would deliver the most benefits. While the Town today has no parking meters, a PBD for the Square is worth pursuing at this time.

The Committee endorses residents’ request for stop signs on Washington Street and other efforts to control speed as summarized above. As noted below, the Town is in the process of designing improvements, including traffic signals, at the intersection of Squantum and Adams Street, a step that the Committee supports.

8. Governor’s Road/Garden Street

a Description of Issue: Governor’s Road is a north-south street near Cunningham Park that connects to the City of Quincy and increasing serves as a cut-through street by motorists wishing to avoid East Milton Square.



Traffic has traditionally been high on Governor's Road.²⁶ A noticeable uptick in traffic was observed several years ago when a Home Depot was constructed on Willard Street in Quincy. More recently, traffic volume and speed has increased on the street. In addition, residents on adjacent Garden Street, which connects to Governor's Road but not to Quincy, have experienced increased traffic as motorists seek to avoid congestion. The situation is unsafe and inconsistent with the residential character of the streets. Traffic Calming Measures have been attempted to no avail in the past.

b Citizen input to the Committee. Many people have commented about this situation to the Committee. During the public meetings there have been numerous concerns raised about cut-through traffic on Governor's Road and concern about safety, especially safety of children and pedestrians, but also other drivers. The concerns encompass both congestion and speeding. As one resident stated, there is congestion on Governor's backed up for an hour in the morning, and then traffic becomes a "freeway," with cars going much too fast, in the afternoon. Some residents reported that the cut-through traffic on Governor's Road could be the result of drivers trying to avoid congestion in East Milton Square. Residents suggested a variety of remedies, such as speed bumps and enforcement. In the Wiki residents echoed concerns about speeding and congestion on Governor's Road, with many comments focused on safety. Commenters suggested making the street one-way, adding a "do not enter" sign for two hours per day, and increasing enforcement in the area. One resident also suggested adding a short lane

marker line at the stop sign at Edge Hill Rd on the south side, because many drivers pull up to the stop sign in the middle of the road making it hard to turn onto Governor's.

c Committee Recommendation. The Committee recommends that a small working group of Town officials and neighborhood residents meet to consider Traffic Calming Measures for this area.

G. OTHER TRAFFIC OBSERVATIONS AND RECOMMENDATIONS

1. Milton has addressed traffic issues for many years. The establishment of the Committee is only one of many things that the Town has implemented in this area over the years.

a Long term work of the Traffic Commission. Milton has had a formal Traffic Commission (the "Commission") for decades, having issued Annual Reports to the Town since at least 1959. According to the Town:²⁷

The Traffic Commission is an advisory board only. The Traffic Commission studies the traffic situation in town and advises the Select Board on ways and means to regulate traffic in the town and increase public safety. The Traffic Commission recommends to the Select Board changes and amendments to the Traffic Rules and Orders of the town with a view towards reducing crashes and relieving traffic congestion throughout town. Given the number of cars that travel our roads each day, this objective often proves to be very challenging.

The Traffic Commission meets 4-6 times annually. Meetings and locations are posted on this webpage and citizens are welcome to attend and speak.

Any recommendations made by the Traffic Commission regarding changes to Massachusetts General Law or the Town of Milton Bylaws are then submitted to the Select Board for approval and implementation.

Note - The Traffic Commission does not review traffic enforcement issues. All enforcement authority lies solely with the police department.

Originally limited to Town officials, the Commission has recently been expanded to include three Town citizens. Members of the Commission, effective as of January, 2020, are:

Chase P. Berkeley, PE DPW Director (Chair)
John E. King Police Chief
John J. Grant Fire Chief
Lt. Mark Alba, Milton Police (Safety Officer)
William B. Clark, Jr., Planning Director
Glenn Pavlicek, School Department
Jack Calabro, Mgr. of Street/Traffic Lights (DPW)
John P. Thompson, PE DPW (Engineering)
Lee Toma, Member (as of January 2020)
Steven Geyster, Member (as of January 2020)
Marion Driscoll, Member (as of January 2020)

b Improvements to Central Avenue/Brook Road/Canton Avenue/Bike Lanes/Lincoln Street/Other Locations. Over the past several years, the Town has advocated for and completed several projects aimed at roadway safety, increasing pedestrian flow, and general infrastructure improvements, notably on Central Avenue (at Turner's Pond), Canton Avenue (near Glover School at Brook Road), bike lanes on several roads, and the recently completed sidewalk improvements at Lincoln Street.

More recently, the Town has completed improvements that were recommended as a part of the public process leading to this report, including painting of crosswalks and other areas in the Town, the installation of signs on Route 138, and improvements to the signal phasing at the busy Thatcher/Canton/Highland Avenue intersection.

The Committee encourages the Town to continue with these forms of improvements.

c Speed limit ordinance. In 2017, the Town voted to reduce the default speed limit in Milton to 25 MPH. Today, unless otherwise posted, the speed limit in the Town is 25 MPH.

d Complete Streets Program. In 2018, the Town adopted a Complete Streets policy to ensure that all projects in the Town will incorporate complete streets design principles (those that provide safe and equitable access to all travel modes) to the maximum extent possible. Adopting a formal policy allowed the Town to participate in MassDOT's Complete Streets

funding program. The recently completed work at Lincoln Street is an example of a “Complete Streets” project.

In 2018, the Town was awarded a grant to implement three Complete Street projects on Lincoln Street, the Thatcher Street corridor, and Reedsdale Road at Milton Hospital. These projects were completed in 2019 at a cost of approximately \$400,000.

e Town-wide traffic model. In 2019, the Town retained an engineering firm to develop the Town’s first Town-wide traffic model that will, when completed, assist Town officials and the Commission to more accurately assess traffic conditions and predict the benefits to be expected by specific improvements.

Planners believe that the model will permit the Town to more closely examine and understand origin and destination trends, to better predict the outcomes and consequences of actions, including the real time effect of restricting traffic on local streets, and will produce valuable data critical to developing future traffic strategies. The Committee recommends that the Commission use the model proactively in its work moving forward as it promises to be an effective tool for future planning.

f Traffic Enforcement Officer appointed (full time). In 2019, the Milton Police Department appointed its first full-time traffic enforcement officer who is devoted on a full-time basis to traffic issues in the Town.

g Radar Speed Monitors. Over the past several years, Milton has located traffic speed radar monitors at strategic locations throughout the Town. Devices such as these provide important data to Town officials and tend to act as a deterrent to drivers.

2. Specific Recommendations Regarding Traffic Planning

a Continued Diligence and Progress; Specific Traffic Strategy.

The Committee encourages the Town to continue with the types of measures that are set forth above. Each is consistent with traffic calming and safety measures that are needed throughout the Town. The Town should deputize the Town Administrator to implement those of the recommendations in this Report that are ultimately adopted. Without a central point of

contact for implementation of the recommendations, they risk getting lost in other important Town priorities. Moreover, many are of the nature that require the cooperation and coordination of several Town departments, requiring a high level mandate inherent in the Town Administrator's position. The Town Administrator should affirmatively discuss and make clear the Town's overall traffic strategy, its goals, and its expectations and the roles of the Milton Police Department, Public Works Department, Planning Department, and Traffic Commission, respectively, in furthering these goals.

The policies adopted toward these objectives should be formally adopted in a "Transportation Vision Statement" or "Transportation Plan" that will increase transparency and serve as a roadmap toward improvement in these areas under the Town Administrator's capable leadership.

b Modification of the Traffic Commission.

The Committee believes that the Commission is an important body for the implementation of the Town's overall traffic strategy. More specifically, the Committee recommends that steps be taken together with the Select Board to confirm the Commission's mission so that residents are aware of the Commission's role, that expectations can be managed and that a more clearly defined process can be implemented. At its core, the Commission is charged with studying "*the traffic situation in the Town and shall suggest and advise the Selectmen in ways and means to regulate traffic in the Town and recommend changes and amendments to the Traffic Rules and Orders of the Town with a view towards reducing accidents and relieving traffic congestion.*"²⁸

The Committee recommends that the Commission's traffic strategy expand to further consider the recommendations in this Report as a means of embedding these recommendations into the Town's government, under the overall supervision of the Town Administrator. The Commission should also move to a more regular meeting schedule and shift some of its focus to consider specific actions the Town should implement in the future as part of the Town's planning efforts in addition to its main current focus of responding to issues brought to the Commission for consideration.

The Committee believes that a regular meeting schedule will assist the Town and Town residents greatly in addressing the issues raised in this Report over the long term, and believes that the changes to the Commission's mission are within its current charge as authorized by the General Bylaws of the Town.

c Dedicated Traffic Engineer. The Town should retain a dedicated person, perhaps part-time or through the use of a consultant, exclusively focused on traffic. The Town of Brookline has such a role, for example. While the Town has excellent engineering resources, it lacks personnel dedicated to the issues that are central to this Report.

d MPIC Use. The Committee recommends that the Master Plan Implementation Committee consider this Report and its recommendations going forward.

e Focus on Demand. Recognizing that it is unlikely that additional roadway supply will be built within the Town, the Town should adopt policies that have a bias toward reducing traffic and encouraging less traffic demand by, for example, partnering with the MBTA, improving the pedestrian environment, and encouraging and assisting local businesses. The Committee is aware that the Milton Chamber of Commerce has recommended that the Select Board implement a Town-wide two-hour parking limit. The Committee recommends that this be studied as a part of the Town's overall demand strategy.

f Additional Safety Zone Speed Limits. Some work has been done in the Town to determine whether additional safety zone speed limits – short segments of roads where posted speed limits are reduced - are merited. According to MassDOT:

Safety Zone speed limits are intended to be used mainly on municipal roadways, which in general are not high speed roadways. The intent is to protect vulnerable road users in the vicinity of hospitals, senior citizen housings, playgrounds, etc.

Before speed limits for a Safety Zone can be established an engineering study must be performed to analyze the existing speed distribution on the roadway. The engineering study would determine if establishing of a safety zone would be beneficial or not. For example, establishing of a 20 MPH Safety Zone on a high

speed main roadway, even if vulnerable road users are present, may not be a good idea and may be detrimental to safety.

Safety Zone speed limits are permitted on Town-owned ways without MassDOT approval.²⁹ They cannot be placed on state highways (such as the most dangerous stretches of Randolph Avenue) without MassDOT's written approval. Once established, speed within these areas is 20 MPH, and are common in high pedestrian areas such as nearby schools and hospitals.

The Committee encourages the Town to explore the need for, and establishment of Safety Zone speed limits in particularly vulnerable areas and specifically recommends that a Safety Zone be explored for the intersection of Randolph Avenue and Chickatawbut Road.

3. Milton Should Increase Its Focus on Safety and Should Evaluate the Adoption of Vision Zero

Vision Zero is multi-national road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries involving road traffic. Started in Sweden in the 1990s, it is a strategy designed to eliminate all traffic fatalities on roadways, while at the same time increasing "safe, healthy, equitable mobility for all."³⁰ Vision Zero features a network of like-minded professionals and communities achieve these objectives. Most significantly, the City of Boston has embraced these objectives, with the result being a shift in its planning efforts toward a bias based on safety.

The Committee believes that a town's approach to the issues central to the Committee's mission speak to the culture of the town, just as traffic is a statement of culture. Vision Zero, while rooted in technical recommendations and planning, is at its core a statement of culture. Once adopted, the idea is that everything the Town does in this area is done with the goals of Vision Zero in mind. Based on what it has heard and learned through its work, those goals are consistent with what the Town's citizens' value.

With its most recent project focus, the programs it has adopted, and its top leadership focused on these issues, Milton seems particularly well suited to become a Vision Zero

community. Such a position is not taken lightly. Since it pervades several different parts of government, it requires a true commitment by many people to succeed. It makes no sense to pursue Vision Zero without such a commitment. Moreover, it has, at least to date, largely (although not exclusively) been implemented by large municipal areas. The Committee recommends that a roadmap to become a Vision Zero community be developed and encourages its adoption by the Town as a priority of the Town Administrator.

4. Milton Should Work on Traffic as a Culture Issue and Work with the Schools.

Like many transportation improvements, some of the steps recommended in this Report will take a long time to implement. It will also take time for the Town to embrace a safety culture on its roadways. Indeed, doing so could cause congestion in and of itself.

One excellent example of this is the work of the Shade Tree Advisory Committee, which has been working on improvements to the Town's tree canopy for the past few years. Several professionals have noted that the inclusion of street trees in the roadside environment reduce crashes and injuries on roadways³¹. The Committee encourages the support of the work of the Shade Tree Advisory Committee.

The Committee also recommends that the Town immediately begin working with the Milton Public Schools on roadway safety issues. Tomorrow's drivers are in school today. The Town will benefit from a better understanding of how tomorrow's drivers perceive today's issues. It will be helpful to understand congestion, safety, distraction, and technology issues from our student's perspective. And, the students will learn about how important these issues are to them and to their future.

We recommend outreach to Milton High School on this initiative.

5. Milton Should Support Additional Enforcement Measures and Authority.

Perhaps the most common comment that the Committee received during its deliberations is the desire for more traffic enforcement in the Town. Certainly positive steps have been taken with the hiring of the Town's first traffic enforcement officer, who joins the Town's current Safety Officer, a Lt. in the MPD, in traffic and roadway related enforcement. At a time of limited resources and challenging budgets, the Committee is not prepared to recommend

additional MPD personnel at this time. It does, however, support the expenditure of funds on radar sign placement in strategic locations and recommends that the Town make these radar signs permanent.

The Committee also supports additional study of technology that would permit video enforcement of traffic laws at specific locations. Such a measure, now being tested within school zones in New York City, would require legislation at the state level.

6. Milton Should Work with MassDOT/MBTA/Boston/ Quincy/Canton/Randolph.

While Milton can and should be taking steps to address the issues that are central to this Report, those issues are regional in nature. They are also common to other communities and are a part of the core business of the Town's partners in State government at MassDOT and the MBTA. Many of the congestion and speed issues that the Town is facing result from the failure of the regional highway system at peak times of the day. Traffic from Quincy is impacting congestion in East Milton Square and our other neighboring communities are all struggling with similar issues. Traffic in Canton and Randolph impact volume on Route 138 and Route 28 respectively.

The Committee recommends the formation of a working group with our neighboring communities to deal with these issues in a unified manner.

7. Milton Should Observe (and copy) What Other Towns Are Doing.

Almost daily, information becomes available about a community, whether locally (Concord) or elsewhere in the United States (Brookhaven, Georgia) taking steps to address identical, or nearly identical issues to those facing Milton. Milton should not be shy about copying the best of those ideas.

Concord is embracing a series of traffic calming measures to address and discourage cut-through traffic, for example. These tactics can and should be further evaluated on a case-by-case basis. The Committee notes that the City of Medford has recently implemented steps to close streets during certain hours of the day to City residents only. Because of difficulties with the enforcement of this type of measure, the Committee does not recommend that this step be considered in Milton.

8. Milton's Policies Should Encourage Mode Shift (modify demand).

At the core of the Committee's work is to encourage the Town to embrace tactics aimed at reducing overall traffic. Central to this strategy is to provide citizens with additional and real choices with their daily commuting patterns. The Committee recommends outreach to the MBTA and participation in the MBTA's Better Bus Routes program – including, among other things, additional service on the Route 217 bus that connects Ashmont and Wollaston (and Quincy Adams) Stations, additional bike stations (bike cages) at Mattapan Station, Milton Station and Wollaston Station, consideration for shuttle service from Milton Town Hall to the Fairmont Commuter Rail line, and working with the City of Boston on a dedicated bus lane through Milton to Ashmont Station.

The Town should also work with MassDOT and the Town of Canton on steps to be taken to improve use of the Park and Ride lots on Route 138 and on Granite Avenue.

9. Milton Should Continue to Support Investments in Supply and Maintenance.

Noting that the Town has limited funds to implement large-scale infrastructure improvements and that so many of the congestion and safety issues the Town faces are related to regional transportation issues, the Town must work closely with MassDOT, the MBTA, and the Metropolitan Area Planning Council on regional improvements. Currently the list of projects in Milton that have been approved for the Commonwealth's Transportation Improvement Plan are:

- Rehabilitation Of Central Avenue, From Brook Road To Eliot Street
- Deck Reconstruction Over Se Expressway (East Milton Square), Includes Parking & New Landscaped Area
- Intersection & Signal Improvements @ Route 28 (Randolph Avenue) & Chickatawbut Road
- Reconstruction On Granite Avenue, From Neponset River To Squantum Street
- Milton- Bridge Replacement, B-16-022=M-25-001, Granite Avenue Over Neponset River
- Canton- Milton- Roadway Improvements On Route 138
- Intersection Improvements Squantum Street @ Adams Street

- Randolph- Milton- Resurfacing And Related Work On Route 28
- Milton- Randolph- Interchange Improvements At Route 24/I-93

The Committee recommends continued support for each of these projects and that the Town continue to work with these state and regional groups on this issues raised in this Report.

H. CONCLUSIONS AND ACKNOWLEDGEMENTS.

As detailed in this Report and its Exhibits, Milton suffers from traffic congestion at key times of every day. The situation is not unique, and indeed is increasingly common in greater metropolitan Boston and is similarly situated urban regions in the United States. While Milton has dealt with traffic issues for many decades, increases in technology, in the way people move, in the options we have and in the ways we purchase goods have combined to make the traffic we deal with today somewhat different than the “same old” traffic congestion issues.

Fortunately, not all areas of the Town experience this worsening congestion. The most significant congestion is witnessed in areas that are well known to most people in the Town: parts of Randolph Avenue (Route 28), East Milton Square, Blue Hill Avenue (Route 138), the areas around our schools at drop-off and pick-up times, Blue Hills Parkway, Governor’s Road and Milton Village are the key congestion and safety areas, each of which would benefit from some sort of affirmative steps being taken.

Over the past several years, the Town has taken steps to address congestion and safety issues by, among other things, making key improvements at important locations, the steady work of the Traffic Commission, the adoption of a Town-wide ordinance setting the default speed in the Town at 25 MPH, and through the use of speed monitors and the appointment of a full-time traffic enforcement officer. These steps show commitment to the issue and demonstrate progress.

Still, more can and should be done. Most importantly, the Select Board should charge the Town Administrator with implementing the recommendations set forth in this Report that are adopted. Given the involvement of many persons and entities both within and outside of Town

government in the matters addressed in this Report, it will take high level commitment to continue to make progress. In addition, the Town should continue to work closely with state officials on making the regional highway system as efficient as possible, as many of the issues facing the town stem from cut-through traffic resulting from chronic congestion on those routes. And, the Town should closely partner with the MBTA on increased use of the mass transportation options offered by the MBTA. Locally, this Report recommends that working groups of citizens be formed to address issues in several of the key traffic hot spots. Finally, we recommend that Town government itself become more active in this issue through:

- Adopting a formal policy statement and plan on the Town's goals with respect to traffic congestion and safety;
- The appointment of the Town's first engineer dedicated to addressing traffic and congestion issues;
- Tasking the Traffic Commission to meet on a regular basis and to forecast steps that can and should be taken to address the issues in an anticipatory manner rather than as requested as is now the case;
- Beginning a process to adopt Vision Zero as a Town-wide initiative;
- The adoption of Safety Zone Speed Limits in one or more key locations in the Town; and
- Reaching out to the young citizens of the Town to discuss traffic issues.

The Committee believes that good progress has been made in these areas, but much work remains to be done, and looks forward to seeing the implementation of these recommendations.

POSTSCRIPT:

Shortly after this report was submitted to the Board, the COVID-19 pandemic resulted in widespread disruption to people across the globe. By the middle of March, 2020, all businesses except those deemed essential by the Governor of the Commonwealth were required to close and people were urged to remain home, dramatically impacting the way people move. For the past

two months, traffic has been sparse, a situation that will remain with us for some time, although traffic volumes appear to be increasing as of the date of the submittal of this Report. Public transportation use has plummeted, with boardings on most MBTA services down

It remains to be seen how the pandemic will impact traffic and congestion over the long term. There are some encouraging signs that congestion could abate, as more people tele-commute or travel at different times. However, it also appears that, at least in the short term, people with choice will stay away from public transportation. This presents a huge challenge as studies indicate that the loss of ridership in public transportation in parts of Asia from the SARS outbreak in 2003 took years to gain back. In short, it is too early to tell how the pandemic will impact the issues addressed in this Report.

The Committee recommends that Town leadership monitor this situation closely in the coming months.

¹Chapter 6B of Milton General Bylaws establishes the Traffic Commission.

Section 1. A Town Traffic Commission is hereby created.

Section 2. The Traffic Commission shall be composed of eight members as follows: Chief of the Police Department, Chief of the Fire Department, Director of Public Works/Town Engineer, Director of Facilities Milton Public Schools, Wire Inspector, Safety Officer Police Department, Town Planner, Assistant Town Engineer.

Section 3. The members of the Traffic Commission shall receive no compensation for 30 their services as commissioners, but all expenses incurred shall be paid by the Town out of an appropriation for such services.

Section 4. The Chief of Police shall act as the Chairman of the Traffic Commission.

Section 5. The Traffic Commission shall designate one of its members as Secretary. The Secretary shall arrange meetings, supply records, obtain data, prepare reports and attend to such other duties as shall be decided by the Traffic Commission.

Section 6. The Traffic Commission shall study the traffic situation in the Town and shall suggest and advise the Selectmen in ways and means to regulate traffic in the Town and recommend changes and amendments to the Traffic Rules and Orders of the Town with a view towards reducing accidents and relieving traffic congestion.

Section 7. All Bylaws, Traffic Rules and Orders, complaints or suggestions relative to traffic conditions in the Town shall first be submitted through the Secretary of the Traffic Commission to the Commission for study and recommendation before being acted on by the Selectmen.

²We can define a “commuter” as a person who travels during peak traffic periods (6:00AM-9:30AM, and 4:00PM-7:00PM).

³<https://today.tamu.edu/2019/08/22/tti-report-nationwide-gridlock-costs-166-billion-per-year/>

⁴<https://commonwealthmagazine.org/uncategorized/congestion-may-be-bad-but-commute-times-changing-little-2/>

5

<https://www.nytimes.com/interactive/2019/10/04/opinion/self-driving-cars-safety.html?action=click&module=Opinion&pgtype=Homepage>

⁶“*The New Automobility: Lyft, Uber and the Future of American Cities*,” Schaller Consulting, July 25, 2018. <http://www.schallerconsult.com/rideservices/automobility.htm>

⁷“*Inequality Is Slowing Cities to a Crawl*,” Angie Schmitt, The Atlantic, October 9, 2019.

⁸ Time, December 18, 2018. <https://time.com/5481981/online-shopping-amazon-free-shipping-traffic-jams/>. Dr. Holguin-Veras is one of the nation’s foremost experts on freight deliveries and in modifying behavior in that industry.

⁹Rideshare travel flows in and out of almost every city and town in Massachusetts. While TNC drivers take passengers all over the Commonwealth, some trips are more common than others. Also, patterns of use for ridesharing can vary greatly from town to town. For example, only 15% of TNC rides that started in Milton ended in Milton. Meanwhile, 47% of trips that started in nearby Quincy ended in Quincy. This discrepancy suggests that TNC services are used much differently in those towns, despite their proximity.

¹⁰According to the Metropolitan Area Planning Council, the total number of TNC rides in Massachusetts was 64.8M in 2017 and 81.3M in 2019. <https://www.mapc.org/resource-library/tnc-dpu-funds/>

¹¹All Town data is from the Town of Clerk’s office, courtesy of William Clark, Town Planner. 2019.

¹²The 2018 Milton report can be accessed here: <https://www.ctps.org/data/pdf/studies/highway/2018-priority-corridors/2018-priority-corridors.pdf>

¹³See CTPS Report, pp. 9-10.

¹⁴Route 28 continues north on Reedsdale Road, Brook Road, and Blue Hills Parkway to the Milton/Boston line and into Boston. These additional sections are not state highways, but rather “state numbered routes” established for the convenience of the motoring public.

¹⁵<https://www.mass.gov/randolph-ave-rt-28chickatawbut-intersection-improvement-project>

¹⁶<https://www.mass.gov/event/milton-intersection-improvements-at-route-28-randolph-avenue-chickatawbut-road-2019-07>. See also a 2016 Road Safety Audit prepared for this location: https://www.townofmilton.org/sites/miltonma/files/uploads/route_28_at_chickatawbut_road_final_road_safety_audit_report_01-17-2017_rev2.pdf

¹⁷ Blue Hills Parkway is actually a widening of the former Mattapan Street, a Town road. See, for example, *Atlas of The Town of Milton*, 1896. The Atlas shows a “Proposed Blue Hills Parkway” immediately to the west of what was then Mattapan Street, which ran from near the Boston (Mattapan)/Milton line to Canton Avenue in a portion of the Parkway’s current right of way.

¹⁸ Milton General Bylaws: Chapter 6A School Traffic Control

Section 1. There shall be a School Traffic Control Unit in the Police Department consisting of not less than five nor more than eighteen Special Police Officers appointed by the Board of Selectmen to serve at the pleasure of the Board. The duties of such special police officers shall be supervised by and be under the direction of the Chief of Police.

Section 2. Special Police Officers appointed under this Chapter shall be designated as School Traffic Supervisors and shall have all the power and authority of regular police officers in the enforcement of Chapter 90 of the General Laws and Acts and amendment thereof and in addition thereto, and of all other Laws and of the Bylaws of the Town relating to the operation, standing or use of vehicles.

¹⁹<https://www.mass.gov/safe-routes-to-school>

²⁰See this presentation, dated September 23, 2019:

https://www.townofmilton.org/sites/miltonma/files/uploads/mpic_9-23-2019_presentation1.pdf

²¹ The MPIC's work has estimates that about 17,250 cars cross the bridge at Adams Street on an average weekday creating congestion in both the morning and afternoon peak hours. It also revealed midday parking congestion in Milton Village from 11 a.m. to 1 p.m.

²²A road "fails" when every vehicle is moving directly proportionally to the vehicle in front of it, with frequent stopping and slowing. This is "level of service F." LOS E is also failure – when the road is operating at full capacity. I-93 fails every day during the peak. We don't however, build churches for Easter Sunday. There is a huge amount of roadway capacity out there – it's just available at the wrong times. This is one reason Gov. Baker recommended the creation of a tax credit to work from home.

²³Headways are the time between trips. So, headways of three minutes means that the Red Line comes every 3 minutes. As one indication of service, some advocates claim that headways on the Red Line have increased (gotten worse) by a factor of 3 since WWII. The T's efforts to improve signals is specifically to improve headways, improvements that are generally acknowledged to be a key, perhaps the key, to better service and increased ridership.

²⁴ Thanks to Cheryl Tougias of the Milton Planning Board for this observation. See, "*Curbside Management Practitioners Guide*," page 4, Institute of Transportation Engineers Complete Streets Council. "*The conversation about who controls the curb is quickly shifting in cities and towns. For several decades, curb space uses and regulations have been assembled piecemeal in response to property and business owners, and overwhelmingly allocated to private vehicle storage. The proliferation of shared mobility options like bike share, for-hire vehicles companies, micromobility modes, and e-commerce package deliveries has intensified demand for curb access, and thrown into sharp relief the urgency of managing curb space as a public asset.*"

"Curb Control" by Brian Barth on the American Planning Association web site, June 2019, is an interesting and pertinent piece: <https://www.planning.org/planning/2019/jun/curbcontrol/>

²⁵Funds may only be spent on "acquisition, installation, maintenance and operation of parking meters and other parking payment and enforcement technology, the regulation of parking, salaries of parking management personnel, improvements to the public realm, and transportation improvements, including, but not limited to, the operations of mass transit and facilities for biking and walking."

²⁶ See Milton Times, December 22, 2019, "*40 Years Later Traffic Woes Remain*," by Elaine Cushman Carroll, https://www.miltontimes.com/news/local/years-later-traffic-woes-remain/article_ca6eba9c-243c-11ea-8e28-2b24dc73ed2d.html

²⁷<https://www.townofmilton.org/traffic-commission>

²⁸ General Bylaws, chapter 6B, section 6.

²⁹MassDOT Procedures for Speed Zoning, February, 2017, page 20.

³⁰<https://visionzeronetwork.org/>

³¹ See Wolf, K.L. 2010. *Safe Streets - A Literature Review*. In: *Green Cities: Good Health* (www.greenhealth.washington.edu). College of the Environment, University of Washington. https://depts.washington.edu/hhwb/Thm_SafeStreets.html

EXHIBITS TO THE
REPORT OF THE
MILTON TRAFFIC MITIGATION COMMITTEE

CHARGE TO THE COMMITTEE/VOTE OF THE SELECT BOARD...A

COMMITTEE WORK PLAN B

COMMITTEE PUBLIC PRESENTATIONS..... C

WIKI INFORMATION AND OTHER CITIZEN INPUTD

Part 1: WikiMap Summary

Part 2: Minutes from Public Meetings

Part 3: Correspondence from Citizens

GOOGLE MAPS TRAFFIC TRENDS E

EXHIBIT A

CHARGE TO THE COMMITTEE/VOTE OF THE SELECT BOARD

EXHIBIT B

MILTON TRAFFIC MITIGATION COMMITTEE WORK PLAN

Work Plan

Phase 1: Data Gathering (review of current plans and other Town data, steps taken to date, publication of data and available information, citizen and other input)

- a. Kickoff meeting – November 29, 2018¹ – review of charge and scope of work for traffic study, discussion and overview led by Planning Board Chair.
- a. December 11, 2018 meeting - Presentation by BETA Group, consultants. Scope approved; awaiting funding.
- b. December 27, 2018 meeting – Review of work plan, deliverable requirements, traffic model, approach to citizen input
- c. January 10, 2019 meeting – Discussion with Town Engineer and member of the Milton Traffic Commission, John Thompson
- d. January 24, 2019 meeting – Discussion with CTPS staff – Route 138 transportation corridor; coordination on regional approaches
- e. February 7, 2019 meeting – Neighborhood concerns (Denny Swenson)
- f. February 14, 2019 - Launch of traffic mitigation wiki
- g. February 28, 2019 public input meeting (7:00 PM, Milton Public Library)
 - a. Welcome
 - b. Presentation
 - c. Citizen input
 - d. Conclusion
- h. March 14, 2019 – Assessment of status of learned information/data gathering

Phase 2: Additional Data Collection/Fill in the Gaps

¹All meetings to be held at 7:00 AM in the Blute conference room at Milton Town Hall unless otherwise noted

- a. March 28, 2019 – Initial identification of traffic concerns/categories
- b. April 11, 2019 – Discussion with MassDOT and MBTA planning/Milton Village presentation
- c. April 25, 2019 – Discussion with neighboring towns/regional approaches
- d. May 9, 2019 – East Milton Square
- e. May 23, 2019 – Second Public Input Session [Location TBD]

Phase 3: Review and Analysis

- a. June 13, 2019 - Revised identification of traffic concerns
- b. June 26, 2019 – Meeting with Select Board (7:00 PM)
- c. June 27, 2019 - Agenda TBD/National best practices
- d. July 18, 2019 – Review of initial recommendations/approaches
 - a. Goals and Objective/Success Measures
 - b. Assessment of Issues
 - c. Underlying Causation
 - d. Measures Taken/In Progress
 - e. Additional Recommendations
 - i. Immediate/Short Term (next 12 mos.)
 - ii. Medium Term (1-3 years)
 - iii. Long Term (3 years plus)
 - f. Follow-Up
- e. August 15, 2019 – Agenda TBD
- f. September 19, 2019 – Agenda TBD
- g. October 3, 2019 - Third Public Input Session – Preliminary Recommendations [Location TBD]
- h. October 17, 2019 - Evaluation of public input

Phase 4: Recommendations and Report

- a. October 23, 2019 – Meeting with Select Board (7:00PM)
- b. October 31, 2019 – Review of final recommendations
- c. November 14, 2019 – Review of initial draft report
- d. November 28, 2019 - THANKSGIVING
- e. December 11, 2019 – Report to Select Board (7:00PM)
- f. December 12, 2019 – Review of final draft report
- g. December 20, 2019 – Release of final report

EXHIBIT C
COMMITTEE PUBLIC PRESENTATIONS

EXHIBIT D

WIKI DATA AND CITIZEN INPUT SUMMARY

Part 1: WikiMap Summary

The Traffic Mitigation Committee worked with consultant Howard Stein Hudson to establish a WikiMap to gather public comments on traffic issues in the town of Milton. Residents were able to post comments in the categories of safety, congestion, or other modes of travel (e.g., walking and biking), and to pin these comments to specific locations. Residents could post as many comments as they liked, and there was no limit to the number of comments posted in any one area. A total of 176 individuals submitted 451 comments between February 14 and September 10, 2019. The majority of comments were related to safety concerns, as shown in the table below:

Category	Congestion	Safety	Other Modes
Number of Comments	111	293	47
<i>Percent of Comments</i>	<i>25%</i>	<i>65%</i>	<i>10%</i>

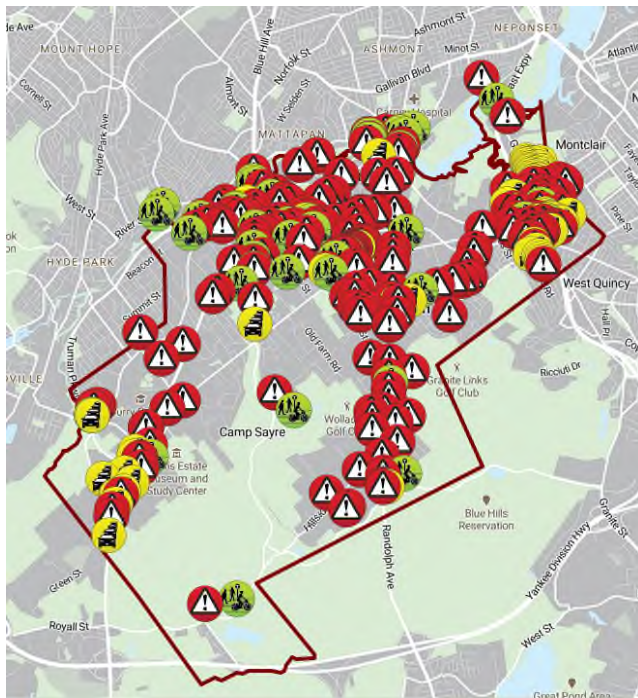
The primary resident concerns were safety (especially speeding and reckless and distracted driving), congestion, and cut-through traffic. Examples of specific concerns raised include:

1. The types of concerns expressed include, but are not limited to:
2. High speeds and aggressive and careless driving that puts children and pedestrians, as well as other drivers, at risk.
3. Commuters driving too fast on residential streets as they try to avoid congestion
4. Unsafe pedestrian crossings, and lack of pedestrian crossings.
5. Difficulty for cars on side streets safely entering the main flow of traffic, either because the cars on the main street are speeding or because the traffic is so backed up that the side street traffic cannot get in
6. Drivers ignoring stop signs, stop lights, and other signage and traffic markings (e.g., right turn only lanes).
7. Cars turning right on red without stopping.
8. Marked parking spaces too close to intersections, and inadequate visibility for drivers around parked cars
9. Inadequate lane markings that encourage cars to cut each other off.
10. Cars trying to “beat” the trolley at the Central Ave crossing
11. Cars parking in the street, blocking the bike lane and travel lanes
12. Posted speeds are too high (e.g., 30 mph instead of 25)

Residents suggested a variety of solutions to these concerns, such as:

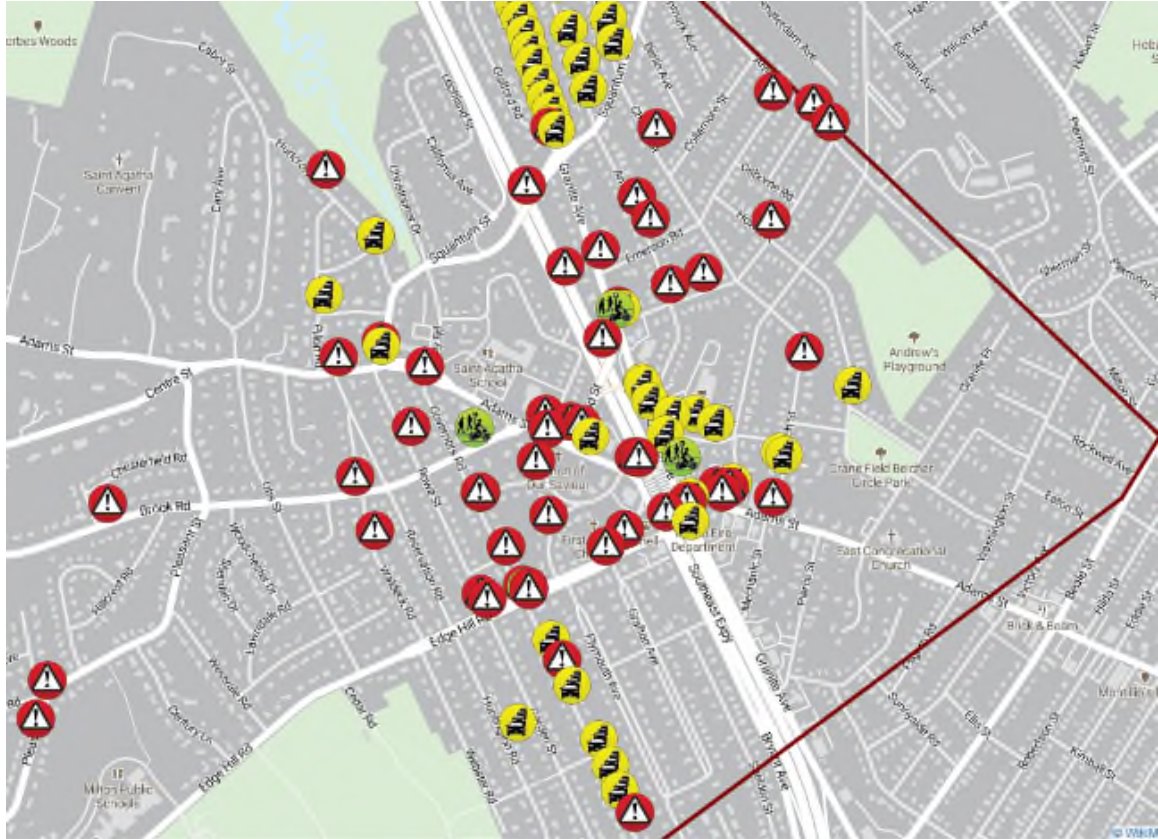
1. More traffic enforcement and higher speeding penalties
2. Traffic calming measures, e.g., speed bumps/humps
3. “Do not block the box” markings
4. Improved pedestrian crossings, additional pedestrian crossings
5. Making some streets one-way
6. Expanding hours for “do not enter” streets
7. Adding traffic lights
8. Restricting parking near intersections
9. Restricting truck traffic
10. Adding a roundabout at difficult intersections
11. Narrowing roadways and adding median strips to slow traffic and make it more possible for pedestrians to cross
12. Adding sidewalks

Traffic concerns were distributed throughout the town of Milton, with clusters of comments were located in the areas around East Milton Square, on Centre Street between Canton Ave and Voses Lane, along Randolph Ave, along Brook Road, on Warren and Houston Avenues, near Tucker Elementary School, along Cheever Street, near the intersection of Randolph Ave and Adams Street, at the intersection of Reedsdale Road and Randolph Ave, along Canton Ave from the intersection with Blue Hill Ave to Bradlee Road, and near the intersections of Brush Hill Road, Milton Street, and Neponset Valley Parkway. (Note that other areas are also affected by safety concerns; this list is not meant to be exclusive.) The map below shows the distribution of comments throughout the town:



The maps below show comments for East Milton Square and Centre Street/Downtown in more detail:

East Milton Square



Part 2: Minutes from Public Meetings



Traffic Mitigation Public Meeting Minutes

Meeting Date: February 28, 2019

Members in Attendance: Jeffrey B. Mullan, Esq., Michael F. Zullas, Tracy Dyke-Redmond, Lt. Mark Alba, Michael D. Dennehy (Town Administrator)

Meeting Location: Keyes Conference Room, Milton Public Library

Time Meeting called to Order: 7:00 PM

1. Welcome and Introductions

The Chair of the Traffic Mitigation Committee (TMC), Jeff Mullan, called the meeting to order and welcomed members of the public in attendance. He explained that time for the meeting is limited since the room is only available until 8:30 PM. Committee members introduced themselves.

2. Remarks from Selectman Michael Zullas

Selectman Zullas explained that the origins of this committee came based on feedback from residents. Last spring, during the campaign, the issue Mr. Zullas heard about the most was concern about automobile traffic. The TMC has been charged with diagnosing the issue (in part by collecting data at this meeting and through the WikiMap) and proposing solutions. The Board of Selectmen recognizes that there's no panacea to traffic and we can't fix all the problems, but we hope to fix a few things with commonsense solutions. Mr. Zullas noted that Chair Mullan is the former Transportation Secretary for the Commonwealth of Massachusetts.

3. Remarks from Town Administrator Michael Dennehy

Mr. Dennehy introduced Bill Clarke, a member of the Planning Committee, and showed a slide presentation with the names of the TMC members, and the charge of the committee. Mr. Dennehy explained that the committee meets biweekly in Milton Town Hall, and will provide quarterly updates to the Select Board. The TMC intends to hold three public information and listening sessions over the course of 2019, and in December will submit a report to the Select Board. The purpose of this meeting is to listen to everyone's concerns. Last Tuesday the WikiMap was posted on the town's website.² Two thirds of the comments received so far have been safety related, one quarter have been congestion related, and the remainder are other issues.

² <https://www.townofmilton.org/home/news/traffic-mitigation-committee-wikimap>

4. Public Comments

Mr. Mullan explained that the meeting is being videotaped and audiotaped, and people are taking notes. This meeting is not the last time the TMC will have public meetings, and there are many opportunities to share public opinions. Mr. Mullan asked that members of the public restrict their remarks to three minutes, and to limit their comment to a shorter period of time.

Tucker Smith: A homeowner at 1632 Canton Ave, who has lived there for 40 years, has witnessed dramatic increases in the volume of traffic. The road is dangerous for pedestrians and bicycles. There is no sidewalk from Dollar Lane to Rt 138 (1475 to 1793 Canton Ave). There are blind curves and driveways. Motorists fly off 138 at all hours and turn onto Dollar Lane. Commuters and college students add to the traffic, and the Wolcott Woods development will worsen matters. The property on the corner has had the fence smashed multiple times. Ms. Smith's sons could never ride bikes in Milton. Drivers gesture and honk when she is driving the speed limit. Canton Ave is officially designated a scenic road but people can't enjoy it. There is no stop sign, speed hump, or flashing radar to slow traffic. Ms. Smith and her neighbors are very willing to collaborate with the TMC to improve matters.

Tom Angus lives at 52 Governors Road. He has a few different traffic issues. One concern is about buses, specifically cars ignoring the school bus or using the stopped school bus as an opportunity to turn, instead of waiting for the bus. There is a clash of kids and cars trying to get through the intersection, and Mr. Angus is really concerned that some kid will get hit sooner or later. Another issue is Governors Road is a cut through to get around East Milton Square. Traffic tends to speed. The final issue is the crosswalk by the post office: the light only goes red if a pedestrian pushes the button. Cars ignore the red light and drive right through it putting pedestrians at risk. Mr. Angus appreciates the efforts of the committee.

Mr. Mullan noted that Fred Kibble sent email with similar issues to those raised by Mr. Angus, particularly the cut through traffic on Governors Road.

Viki Hurwitz, who lives at 88 Wharf Street, has brought up concerns about traffic at Master Plan Implementation Committee meetings. The traffic at lower Adams and Wharf Street has many issues, especially in the morning. One can see traffic all the way back to Fontbonne Academy. It is very hard to get out of Wharf Street especially between 7 and 9:30 in the morning. It would help to put a "do not block the box" mark on the pavement. If there is a red light at Elliot Street, cars don't need to block intersection. There are also two parking spots on Adams Street right before you hit Wharf Street, and it is very hard to see around those cars. Those spots were supposed to be taken away and they never were. People are constantly making illegal U-turns; we need signs saying no U-turns. It would help in the morning if there were some police presence. There are cars going down Adams Street and making a second lane to make a left turn on Elliot, which causes near accidents.

Brian Walsh lives at 56 Pleasant Street, where Bents Cookie Factory is located. He moved in in 1985. It's always been a cut-through street. It's one-way. For 20 years it was a cut-through for residents of Milton, but in recent years, with the advent of navigation systems (especially Waze) the traffic is often intolerable. Mr. Walsh believes that we should take actions to make it more difficult for out-of-towners to cut through. As a child it was a two way street, but the town changed that because it was too

dangerous to cross Randolph Road. Randolph is a disaster during commuting times. Mr. Walsh would love to see Pleasant Street dead ended. It's a very short distance up to lights, so cars could turn right there rather than cutting through on Pleasant. It is horrible. There is a "no trucks allowed" sign as you entered Pleasant Street, but it's a farce. It's unbelievable the number of trucks that come down there. The town should either occasionally enforce the truck ban or take down the sign. DPW from Milton uses the street a lot. Mr. Walsh would be fine with that, but with busses and cement trucks, it's terrible. We need to address cut-through. You can file police reports and accidents on Waze. Making some roads one way or dead end might help.

Mr. Mullan responded that there is no question that GPS is causing some of the problems, but the solutions are unclear. Traffic is an issue of supply and demand, and demand is increasing. We can't make it go away but can make it safer. Traffic is inherently a personal issue, people care about their own issues. This is part of the public discourse. Annetta McSweeney, of 250 Blue Hills Parkway, reports that the traffic wakes her up at 4 AM every day. The traffic in Blue Hills is unbelievable. The road lacks speed limit signs and pedestrian crossing signs. We could do a better job of highlighting some of the things that are important to us. In Boston they paint some bike lanes and crosswalks green so that people pay attention. There are a high number of trucks that are driving through our small streets. These are 18-wheelers that are supplying the small stores. It's dangerous and they are going close to schools.

John Domino, of 407 Highland Street, says that the traffic he's most interested in is the traffic at the Chickatawbut and Randolph Ave intersection. The left-hand arrow is not turned on in the morning, and he doesn't understand why. Drivers block each other's view when turning, and end up making dangerous left turns. When you're coming from Chickatawbut Road an extra three feet of roadway would get you a turning lane, and that could help with the backed up traffic.

George Fournier, of 34 Waldo Road, has lived here 43 years. In the early 1990s when Kevin M was the Police Chief, we did a traffic study for Dr. Fournier's experimental psychology class. The students followed cars coming out of Mattapan to determine their route: They chose Rt 28, Blue Hills Parkway, Rt 138, or Thatcher Street. When we normalized for the width of the road, and analyzed the biggest volume of traffic which was exiting between 3 and 5 PM, the biggest volume of cars traveled down Thatcher Street. As a result of that study we have a traffic light at the end of Canton Ave. Federal data suggests that stop signs and traffic lights don't help. I have a neighbor who uses a hair dryer pretending a radar gun, and now have stop sign, but it doesn't help. Are we going to try to solve our problem or consider the larger picture? A 5 % reduction in the volume of traffic will result in a 20% reduction in congestion. We should be promoting public transportation. Near Elliot Street there are two hour parking signs which seem to be there to discourage people from taking the trolley. The neighbors were not consulted. All traffic is local but if we take that approach we will miss the larger picture. We need to be helping people taking public transportation, not limiting their access. We have intersections at St Mary's and Blue Hills. If you change the light timing that disrupts state highways. If we want drivers on state highways, then we need to not impede them. Barbara Murphy, lives at Fuller Village now, but previously lived in Canton and Stoughton and still travels to both towns frequently at night for various activities. Especially in winter, when coming back from those towns down Route 138, as you pass

the trailside museum and continue on Canton Ave, you can't see the lines at all any more on a dark rainy night. Ms. Murphy doesn't know if there's road work planned there, but near the trailside museum the yellow and white lines need to be repainted.

Jay Theriault of 204 Ridgewood Road is a lifelong resident of Milton. Milton is a victim of its own success. Route 95 was supposed to go through Milton. It's no longer a secret how to get through Milton due to navigational apps, and the problem isn't going to get any better. There are more cars per household, and more development to the south. Traffic mitigation is like putting a Band Aid on cancer. Boston has the worst traffic in the country, and we either have to live with it or look for bigger solutions.

Mr. Mullan noted we are not going to debate the southwest expressway at this meeting. Joe Sloan lives at 55 Concord Ave. To build on something that George Fournier said, there are so many roads that carry traffic through the town of Milton that the town doesn't have any control over because they are controlled by the state DOT or DCR. It has been and continues to be an ongoing challenge to meet the needs of Milton. It would be a great achievement if this committee could link the goals of Milton residents and the goals on the state level. They don't often coincide: the state level concern is moving traffic on the state roads. It is also important to find ways to disseminate the information that exists on a planning level at the state to the average resident in town. The Town Administrator is well aware of projects in the planning stages at the state level, and there are some things could have tremendous impact. The state has a Rt 138 Design Proposal, and one piece would add another travel lane to the northbound section of Rt 138 to alleviate traffic that backs up over the highway. One option is to add a travel lane, and at some point the signs would alert drivers in the right lane that they have to make a right turn. There could be hundreds or thousands more cars channeled onto Canton Ave if that happens. It is critical to make residents more aware of plans that exist on a state level, and align town goals more.

Mr. Mullan showed the files that are available through the town website.

Denny Swenson of 65 Green Street is very glad that Joe brought that point up. They're talking about adding another lane. Ms. Swenson read that traffic study front to back. If they add another lane to Rt 138 it will be a problem. At the brush hill road intersection there are 30,000 vehicles every day. These are very dangerous intersections. The Milton Master Plan is asking for bike and pedestrian access to Blue Hills, and Ms. Swenson is glad DOT looking into it. What Ms. Swenson would like to see is a new bike and pedestrian lane, protected with a buffer, to allow people into the Blue Hills. We know there is town-wide interested in that. Ms. Swenson is interested in public process for letting town know our wishes.

[Name unknown] Canton Ave has a very dangerous curve, and people forget to slow down. This resident did a little count yesterday and there were six portions of stone wall that have been ruined by accidents.

Jim Hayes lives on Randolph Ave and states that the real issue is quality of life. People want to get to work and home fast. Drivers cutting through town won't be receptive to traffic calming measures. When light turns green on Randolph Road, it's like an auto race, the noise is deafening. It's not just cars, its every kind of truck in the world and busses. At St. Michael's church, the traffic light blinks, but the light doesn't deter them one bit. The fence in front of Mr. Hayes' house has been taken down four times. People swing right to go around cars turning, then they're going too fast, and they plow into the

fence. We need to get more enforcement. The only way people will learn is if they get ticketed and pay a fine. Otherwise it will get worse and worse. Every time they light blinks it feeds DPW data, which confirms that people are speeding all the time.

David Godine of 196 School Street lives right near Jim. Because of GPS, people take a left onto School Street, then right onto Canton Ave. School Street has become a thoroughfare. When Mr. Godine moved to the house in 1970 he made a count 62 cars, and now there are 463 cars heading from Randolph to Canton. It's because of GPS. Hutchinson is now one-way, and Mr. Godine resents that [because it makes traffic on surrounding streets worse.]

Mr. Mullan is interested in getting this data for our tend analysis.

Mr. Dennehy noted there is traffic data on the town website, which includes data from all over town.

Santiago Rozas lives at 44 Randolph Ave near Hutchinson Street. He has the problem that people go straight in front of his house at 40-60 MPH, except when there is congestion during rush hour. At that time, from 6 – 10 AM, no one can get in or out of their driveways. Sometimes it takes 10 – 15 minutes to get in or out of his driveway. Hutchinson is a one way street, but no one cares. People take a right on Hutchinson Street to avoid the problem on Randolph Ave. When they first put the sign up there was enforcement, but there hasn't been any enforcement for months or years. Sidewalks are only on left side, going north to south. When Mr. Rozas take his kids to school they have to cross the road on foot. The right side is solid with cars, so that walk between the cars, and then peek around to see if anyone coming. The cars are going very fast southbound. There is no speed sign for a long time, so people go 40-50 MPH as they have from the beginning of Randolph Ave. We need more police, more signs, and more enforcement. Jessica Costantino of 24 Belcher Circle was asked by neighbors to share concerns their concerns from East Milton. Some themes reiterate what has been stated at this meeting. Ms. Costantino appreciates that this meeting is being held. It's nice to know our officials are committed to this issue. We need a town wide solution. Ms. Costantino's neighbors are concerned about traffic on the overpass around East Milton Square and the turnaround. Because of narrow streets and insufficient enforcement, we continue to be subject to abuse by people who don't live in Milton and don't care. We need to think about using the data and tools in a different way, for example pan zoom cameras, having signaling equipment, congestion pricing. We need to think about issues from a holistic standpoint and take a town-wide approach.

Peggy Chao lives near the intersection of Brook Road and Randolph road. During the past 33 or more years, she and her husband have been rear-ended three times (on West Squantum Street going towards Milton, in front of post office, and at Hillside and Houghton's Pond). Many traffic accidents happen at Brook Road and Randolph. Ms. Chao's pine tree got run down. Now she always faces outside when gardening because she doesn't want to be surprised. There is traffic from parents taking kids to school. Also with Milton Academy sports people are jay walking. Ms. Chao wonders whether it's legal to have some sort of a camera to take a picture and issue tickets if people break the law. This is done in Taiwan, and it would increase funding for the town.

Dianne DiTullio Agustino is a former Milton Selectperson. In 1982 her car was intentionally hit on Randolph Ave because she was taking a turn. It's pretty dangerous to walk the whole town or to be on a bike. It's often the parents rushing, making illegal U-

turns. You never want to hear the sound of someone being hit by a car. Everyone thinks we should do speed bumps, but that doesn't work. At Chickatawbut Ms. DiTullio Agustino has witnessed multiple accidents. It is suicide alley between Chickatawbut and St Elizabeth's. There is a budget line item for a traffic enforcement police officer, but the position was vacant for a long time. Enforcement is key. Ms. DiTullio Agustino lives on Ridgewood Road, and all the way up to Beaver Road the neighborhood is a peninsula. There is no option to go anywhere except by going to Randolph Ave. Cars start coming up Ridgewood going 60 miles an hour. One car passed another doing 60 MPH on a side street. We should have enforcement for the cut through streets. The empty police car on Randolph Road worked. We should increase speed limit signage. The speed limit is supposed to be 45 MPH. If you see a sign that's missing, report it; DPW has been great about this. Will the TMC immediately submit comments to the State? Road maintenance is important too. Potholes are very dangerous, especially at high speed. For residents that have impaired sight, it's very important to put lines on the side of the road. There should be standardized signage. No turn on red signs should be enforced, and they should be affixed right on the post to the right of the road. East Milton Street lights are broken. Someone has to let the deck area and the lights get fixed. The current situation delays fire and police. On Randolph Ave when there is an emergency, you can't see police and fire coming on the other side of the road. Last item, regarding smart 911.com, the town of Milton pays for it, please register your family so the town can contact your family in the event of an emergency.

Stephan O'Keele lives on Churchill Street, which runs between Blue Hills Parkway and Rt 138. He highlights unintended consequences. There were two cut through streets in the neighborhood, and traffic has always been bad. Last year the town made a change on Oak Street, making it one way for drop off of school children, and also put stop signs on Blue Hills Terrace. Now there are more cars coming down Churchill Street. We need to look at the impact that improvements will have on other streets. If we put a stop sign at the corner of Lothrop Street and Churchill Street, which is a blind corner, it would be a big help. We need to look at the big picture and not try to fix problems in a piecemeal fashion.

Roxane Mustow lives on Milton Street on the west side of town. There is a ton of cut through traffic, especially truck traffic, and there are no truck signs. The signage alerting truck drivers to the Neponset Valley Parkway needs to be earlier, because trucks miss it and then come down Milton Street. Yesterday, a neighbor was awakened at 6 AM by a truck going down the street. A little further out, perhaps the entering Milton sign should say no trucks. Ms. Mustow looked at the 138 study with her neighbors. It looks like the state is trying to push cars off 138 onto side streets. Ms. Mustow's neighbors don't want any more traffic. Developers want to put in 200 units of housing by Sprague Street, and another 250 units of housing by the Father Hart Bridge. Some of that traffic will come into Milton, so those developments would have a big impact on our town. Finally, with regards to the little triangle at Brush Hill Road, drivers are taking a left turn to travel into Reedville. There should be no left turn there, it's very dangerous. Ms. Mustow would like to know about any public meetings regarding the Rt. 138 plan.

Lee Toma, of 15 Aberdeen Road, has been sitting in on most of the TMC meetings. The town has a lot of good projects in the pipeline. Taking the big picture, Mr. Toma would like to make sure the town works with the state to meet mode shift goals. We should be

getting people out of their cars and into other modes of transit. The town should set goals to work towards such improvements. We make sure the trolley project that moves forward makes the trolley reliable and frequent. We also need to address the Central Ave pedestrian crossing: cars should yield to pedestrians near the dry cleaning shop in Milton Village. There are improvements to Fairmount Commuter Line. The town should adopt a Vision Zero goal as part of its tracking. For the Complete Streets Projects, the town should continue with bike paths. Mr. Toma asked how long we have to give feedback Mr. Mullan replied that the TMC's report is due by Christmas, so we can receive comments through the year. Regarding the town in New Jersey that ticketed out-of-towners \$200 for traveling through town, it's not clear if there has been a decision. The TMC will post something on the website about that.

Ryan Mulcae reports that Governors Road has been a nightmare for a long time. The town should look at speedbumps. Also the pedestrian light where Bruegger's bagel shop is located is a huge problem. When the light turns red drivers treat it as basically a suggestion. When people take a left on Otis Street from Edge Hill, drivers are going right up on the sidewalk. We need curbs, and/or we need to narrow the street. It's not unusual to see people going 50-60 MPH. Our priorities should be guided by where the kids are. That's the most worrying thing, that a child will be hurt.

A participant asked how the WikiMap works, and Mr. Dennehy explained. If someone has trouble with the map, they can email or call Mr. Dennehy. It's an anonymous too, so people don't have to feel bad about complaining.

[Name unknown] Most of the problems we have could probably be fixed with proper enforcement. I don't know what the investment is, but to put electronic surveillance could help us. Mr. Mullan reported there are some legal issues with that.

Mr. Mullan closed the meeting by saying we'll be back at a time when we have more to report. He encouraged people to use the website. If you have data that you want to share with the committee, we will share it with the Town. This will be a public transparent process. The lion's share of the comments are about safety. The Select Board has asked the TMC to look at causation and mitigation, and to look at practices that will drive mode shift from cars to busses, the trolley, and the Fairmount line. There's not any one solution, we need a combination of all of these. Some of these things don't cost much, but some cost a lot. People should be aware that some requests will come with a price tag. The TMC's job is to collect this information. Mr. Mullan thanked everyone for their participation.



Traffic Mitigation Committee Public Meeting Minutes

Meeting Date: June 13, 2019

Meeting Location: Council on Aging

Time Meeting Called to Order: 7:00 PM

Jeffrey Mullan, Chair of the Traffic Mitigation Committee, welcomed the public and thanked them for attending this second public meeting of the Milton Traffic Mitigation Committee. Committee members introduced themselves: Michael Dennehy (Town Administrator), Bill Clark (Director of Planning), Mike Zullas (Select Board Member), Mark Alba (Police Lieutenant), Richard Burke (Master Planning Implementation Committee), Tracy Dyke-Redmond (Secretary). During the meeting Mr. Mullan also acknowledged two members of the Select Board, Melinda Collins and Katie Conlon, in attendance at the meeting.

Mr. Mullan described the mission of the committee and the plan to submit a report with recommendations to the Select Board by the end of the year. The committee has been meeting on a biweekly basis and speaking with experts, exploring known issues, and looking at data. There was one public meeting in the spring, and the committee has established a Wiki map to collect public comments.

Mr. Dennehy explained that this is a listening session, and that since everyone's experience is different, the committee would like to hear the public's input. He noted there have been over 400 requests made on the Wiki map, although the number of comments has started to dwindle. The committee will see what positive impacts it can have in the short term in collaboration with Public Works and the Police Department. For example, the town is trying out new pedestrian solar crossing lights in the 300 block of Pleasant Street and there are requests to put up more. There have also been new pedestrian crossing signs installed, for example on Whitelawn Avenue near the Glover school, and as more funding becomes available the town will put out more signs. At the last public meeting there was a request for a stop sign at Lothrop and Churchill streets. The Traffic Commission (which is a separate group than the Traffic Mitigation Committee) determined that a stop sign is not warranted but the pedestrian crosswalk will be restriped and a pedestrian crossing sign will be added. There were also comments at the last public meeting that it is very hard for drivers to get out of Wharf Street (near 88 Wharf) when there is a lot of traffic. The Traffic Commission has put this under consideration, and is in the process of configuring "do not block the box" markings on the street, and will also put additional striping on Adams Street. The town is reevaluating a lot of the stop signs and crosswalks around town, because 40-50 of the comments from

the WikiMap are about pedestrian striping. The town now has equipment and is about to begin restriping.

Mr. Dennehy noted that the town has twelve radar speed monitors in use that are collecting information on the volume and speed of vehicles. Some speeds are very high (89 MPH on Canton Ave). A member of the public asked why the radar monitor was removed from Central Ave, and Mr. Dennehy explained that the town is moving the radar monitors around town based on supply and demand (e.g. Central Ave, Lincoln Street, and streets around the hospital). These monitors are used for police department enforcement, and 83% of vehicles are not observing the speed limit. Mr. Dennehy also noted that the town gets funding from the state based on the number of ride share rides coming from Milton. This arrangement resulted in about \$14,000 last year for the town of Milton, which will be used to purchase additional radar speed monitors. Drivers do tap the breaks when they see the white light on the monitor indicating they are above the speed limit. Sixty-four percent of the comments the Traffic Mitigation Committee has received have been related to safety, including speeding, enforcement, and cut-through traffic.

Mr. Mullan offered the committee's preliminary observations. Traffic is much worse than it used to be, and although the town's population isn't growing significantly, there are more households and more cars. Traffic is also very different, perhaps because of navigational apps and distracted driving, as well as expectations about how to move, and ride share apps like Lyft and Uber. There is limited roadway capacity, and that is not expected to change. Since supply of roadways cannot expand, we have to focus on the demand side of the equation, and encourage people to shift modes (i.e., walk, bike, or take the bus instead of driving), drive at slower speeds, and shift when they drive. There is acute congestion at key times of day around schools and on Randolph Road. These trouble spots are well known; there has always been a lot of traffic in these areas but now it's overflowing at peak times. Milton residents are overwhelmingly focused on safer streets, but there are also concerns about congestion. We all need to drive like it's our neighborhood. We need to be calmer users of the roads.

Mr. Mullan continued with the committee's observations: Milton has little ability to impact traffic on state highways, and traffic on the Expressway coming into Milton is not something we can control. We can talk to neighboring towns, but we need to be realistic about what we can do. At the same time there are things the town can do, and has been doing, such as improvements around Glover School and Milton Academy. The work in the town didn't start when this committee was created. There are known issue spots, and the committee is trying to identify each issue spot and find a solution for them. Specific areas of concern, and strategies to address them, include:

- The Rt 138 corridor: work is planned from south of the Canton line to Mattapan Square
- Blue Hills Reservation: on the weekdays the traffic is horrendous, and on the weekends pedestrian safety is a real issue. The town needs to work with DCR on this.

- The Rt 28 corridor (Randolph Ave): congestion is acute, and speed is overwhelming. Mass DOT has a plan to mill and overlay this roadway, create a roundabout, and conduct a corridor study in the future. This will be very important.
- Speeding on Blue Hills Parkway: residents would like to restore the parkway to its historic character and speed.
- Cut through traffic on streets like Thatcher: this is a serious concern and the committee has discussed various options (e.g., traffic calming), but it is important to keep in mind that solutions for one street tend to shift the problem to surrounding streets.
- All schools have traffic issues: the goal is to make the pedestrian environment safer.
- Milton Village: the Master Planning Implementation Committee is working on this.
- East Milton Square: this is a major issue for pedestrian safety and congestion. Concerns include not only the Square itself, but safety of pedestrian access getting to the Square.
- Granite Ave corridor: this is a concern especially in the morning, but recent improvements at the Granite/Squantum intersection should help.

The committee's preliminary recommendations include:

1. Recognize what has already been done:
 - The speed limit ordinance has been adopted – 25 MPH unless otherwise posted
 - The town is participating in the Complete Streets, which focuses on designing streets for all users. Improvements to Lincoln Street will be done through Complete Streets.
 - A traffic model is being planned
 - A traffic officer has been appointed full time
 - The work of the Master Planning Implementation Committee
2. Consider an origin and destination study to help target our investments and our work
3. Add additional radar speed monitors
4. Implement a road safety program
5. Consider additional enforcement strategies, recognizing that most communities in America are struggling with this issue
6. Work with other nearby towns like Quincy. This is a regional issue, and growth in neighboring towns affects Milton. For example recent growth in Quincy is affecting East Milton Square quite a bit. Mr. Dennehy is commended for his work with Quincy, as well as Randolph, Boston, Mass DOT, and other jurisdictions.
7. Borrow ideas from other towns. For example Concord has a similar committee with similar issues, and we could learn from them.

8. Encourage people to get out of their cars

Next steps of the Traffic Mitigation Committee are to:

- Meet with the Traffic Commission
- Consider becoming a Vision Zero community. This is a strategy mostly associated with bigger urban areas, but adopting it would make sure everything we do is focused on safety. The committee things think the Town should look at this.
- Complete the evaluation of the data
- Work with the schools. Traffic is a cultural issue so we need to talk with future drivers (students) and learn what they might want to see. The committee has reached out to the Principle of the high school, who put us in touch with a statistics teacher. The committee hopes to engage students in data collection, discussion of traffic calming, and encouraging them to take the bus. This is a long term strategy. The committee would also like to suggest working with the schools on central pickup locations, which could relieve congestion around the schools.
- Develop a recommended actions for short term/medium/long term solutions
- Hold additional public hearings
- Report to the Traffic Commission and Select Board
- Provide a public interim report

A member of the public asked what the timeline of the committee is to complete its work. Mr. Mullan replied that there will probably not be a lot of activity over the summer, but in the fall we'll have another public meeting or two, and there will be a draft report in November and a final report in December.

Mr. Dennehy put a link on the town's website for traffic mitigation. The link includes speed radar monitor data. A Milton high school alumnus, now student at McGill University, has offered to crunch the numbers over the summer. What you can see in the data is when there are breakdowns on the highway, people get off the highway and wind their way through town. For the most part the speed is below the posted limit but it's the volume that is a concern. On Governors Road there are 11,000 cars in a week, and those numbers have been increasing over the last year. It's not clear how to fix this problem. Enforcement is the key but it's hard to police volume. A lot of the work in the Traffic Commission is to address cut-through traffic, but that moves traffic into other streets. Mr. Dennehy noted that the overwhelming theme on the WikiMap is safety. For example, people are ignoring stop signs. Flashing signs seem to help. The committee will keep the WikiMap up until the end of September. The town has deployed data from this tool to get funding through the Complete Streets program.

With regard to Vision Zero, Mr. Dennehy noted that he worked with Mayor Walsh when the City of Boston instituted Vision Zero. Once people buy in to this it becomes the norm. Milton adopted the 25 MPH speed limit but that hasn't become the norm yet. We need to reinforce to idea of driving slower. Traffic deaths are preventable and unenforceable. By slowing people down, you have a direct impact on the likelihood of fatality or severe injury. The committee thinks the town should take a long hard look at adopting Vision Zero. Consistent with the Vision Zero concept, one-third of the state has

signed up for Complete Streets, including Milton. This program narrows roadways, makes crossing shorter, and looks at blocks of streets at a time. The goal is to slow things down, and make traffic efficient, but most importantly safe.

The link to the WikiMap is <https://wikimapping.com/MiltonTMC.html>. There are also additional resources and data at the Traffic Mitigation Committee link on the town website (<https://www.townofmilton.org/committees/traffic-mitigation-committee>): click on the Historic Traffic Information link on the left side of the page for more information. Mr. Dennehy read a written comment from a resident on Governors Road. The section of Governors Road crossing into Quincy is a concern. Drivers are driving more recklessly, and young children are at risk. A police presence might help.

A resident raised concern about Franklin Street. Residents are specifically looking for speed bumps. Cut-through traffic and speeding have increased town-wide and will get worse. Construction and MBTA problems will get worse. Drivers routinely speed through the neighborhood, and ignore stop signs and school buses. Mr. Dennehy acknowledged that the town hears concerns of this type frequently, from residents across the town.

Mr. Dennehy pointed out that when entering comments on the WikiMap page, it's ok to have duplicate points, and there's no limit to how many times you can enter a comment. The committee is looking to continue to get comments through WikiMap this summer to learn what people are concerned about.

Mr. Dennehy noted that the Traffic Mitigation Committee is trying to identify the short term issues with the Traffic Commission. The town recently learned that the loop detector at Reedsdale and Canton Ave was broken. The town has now installed cameras that will serve the same function as the loop detectors. The cameras are mounted on the street lights, and release traffic based on load capacity/volume. This technology is expensive, but it will be included as part of the East Milton deck project to improve traffic flow.

Harriet Manning on Wendell Park asked that while the town has its stripe machines out workers redo the "do not block the box" markings by the library on Canton Ave. The striping is faded. Also, is there any way with all the surveillance cameras to incorporate ticketing? Mr. Mullan replied that while you can technically incorporate a ticketing function into surveillance cameras, it is not allowed by state law. This approach has been piloted in other cities like New York, especially around schools. Lt. Alba noted that using cameras for ticketing takes discretion out of the enforcement. In some communities you get a ticket anytime you cross the stop line. Mr. Mullan said the committee would address this issue in our report, and also check where the Mass Municipal Association is on this issue. Ms. Manning noted that when you leave Logan airport you get charged a toll. Mr. Mullan explained that state law permits Mass Dot to use cameras for toll collection.

Nick Lind of 383 Central Ave (the third house up from the light) reported that it is very hard to get out of his driveway due to the traffic heading towards Pierce middle school from Lower Mills. There is a parking lane and bike lane; it's supposed to be one lane of traffic. But in order to get out of the driveway someone needs to get into the street to stop traffic, cars, MBTA buses, and Town of Milton trucks. Mr. Lind is tired of people hurling racial slurs at his wife when she's trying to get out of her driveway. It's unacceptable. Mr. Dennehy acknowledged that crazy stuff happens during rush hour.

Mr. Lind suggested that if there were a cop handing out tickets for driving in the parking and biking lane, it might help. Mr. Mullan agreed that enforcement is important, and he suggested we also need to reject the idea that people can't become better drivers. We need to influence not just people from Milton but also surrounding towns.

Anne Fahey of Clapp Street reported that as she attempted to cross Central Ave she noticed that the trees are all overgrown. She needed to step onto street to see if cars are coming. This is right by the middle school, and trees from the middle school are growing over onto the street. In addition to trimming the trees, a yellow sign for kids crossing would be good.

Jeanne Colixt of Elliot Street suggested that there's enough data to close the books on the WikiMap and get going on improvements. She does appreciate the observations. Mr. Mullan replied that the work is ongoing. He agreed that there's enough information on the map to keep the Public Works Department going for quite a while. Some issues are large and some are small.

Lee Tomas has met with the MBTA and provided testimony on the T crossing. Improvements should be made soon. He agrees there is plenty of information to get going.

A. Mustow of 101 Milton Street asked if there has been any recent discussion on Milton Street, Neponset Valley Parkway, and Brush Hill Road. She asked if a "no truck sign" could be put by the "Entering Milton" sign on the Neponset Valley Parkway and Brush Hill Road. She has done some investigation and it seems that tractor trailer truck drivers don't know that they are not supposed to drive on Milton Street. By the time they see the sign it's too late. Tractor trailers seeking to avoid the Neponset Valley Parkway go down Milton Street instead and then turn right on Rt. 138. There used to be a "no turn on red" sign at the intersection of Milton Street and Rt. 138. If a tractor trailer is going to try to take a right on Rt. 138, it blocks the entrance to Milton Street. The "no turn on red" sign should be replaced at the top of Milton Street and a "no trucks" sign should be added at the bottom of Milton Street. Also a "no trucks" sign should be added on Rt. 138 for northbound traffic before the turn for Neponset Valley Parkway. Regarding the 138 corridor study, there's a working group that meets every Wednesday. Just a few small improvements would help. She also asked if there is a Master Plan for Brush Hill Road. Mr. Dennehy replied that there is not yet a plan, but there has been discussion. Ms. Mustow appreciates the Police stopping the trucks on the street.

Anne Fahey of Clapp Street noted that there is no full sidewalk going down the street, just half a sidewalk. This is a safety issue for kids coming out of the school. This could be added to the list for Complete Streets.

Mr. Dennehy said that if you go to <https://www.mass.gov/info-details/2017-municipal-rideshare-fund-report> it shows the amount of money distributed to each community. This is the source of the \$14,000 referenced earlier in the meeting. Some towns are using it to add to sidewalks, traffic signals, and street infrastructure.

The meeting adjourned at 8:12 PM.



Traffic Mitigation Committee Public Meeting Minutes

Meeting Date: September 19, 2019

Meeting Location: Council on Aging

Time Meeting Called to Order: 7:02 PM

Town Administrator Michael Dennehy introduced the Traffic Mitigation Committee. Lt Mark Alba, Tracy Dyke Redmond, Richard Burke, Bill Clark, and Michael Zullas were in attendance.

Mr. Dennehy explained that the Traffic Mitigation Committee (TMC) WikiMap provided Milton residents an opportunity to provide comments on traffic concerns around Milton. The project originated in Complete Streets.³ The consultant that set up the original Complete Streets WikiMap, Howard Stein Hudson, then set up a separate WikiMap for the TMC. Howard Stein Hudson was very impressed with the level of constituent engagement in Milton. Many different individual people provided comments, and a total of 451 comments were submitted between February 14 and September 10, 2019. The TMC worked with the Department of Public Works (DPW) and the Police Department to begin to address comments. The TMC will file a report with the Select Board in December, which will include among other elements a summary of the WikiMap. Mr. Dennehy summarized the types of comments received on the WikiMap. Cars and speed are some of the main themes in the comments. The volume of traffic in and through our town is growing. Centre Street garnered the most comments, followed by Adams Street, Granite Ave, and Brook Road. These are the streets people use to come through our town. The overarching idea is all of these main streets are part of our neighborhoods.

- A majority of the comments (65%) are safety related, and there are safety concerns throughout the town. In East Milton, there were substantial concerns about congestion and safety. For example, there was a concern from a resident on Governor's Road, who lives near the intersection of Warner Road, that there was congestion on Governor's backed up for an hour in the morning, and then traffic becomes a "freeway," with cars going much too fast, in the afternoon. The TMC recognizes that in some case safety issues can be caused by congestion.

³ Complete Streets was a separate effort to enable safe access for all street users, including pedestrians, bicyclists, motorists and transit riders. Complete Streets resulted in Lincoln Street improvements near Pierce Middle School and the flashing beacon pedestrian signal on Reedsdale by the hospital.

- A quarter of the comments were about congestion, with particular concentrations in East Milton Square and Rt 138/Canton Ave. Congestion is at both ends of our town.
- Ten percent of requests were related to bikes (bike lanes, bike racks etc.)

Mr. Dennehy described an example of an intersection which prompted a lot of comments on the WikiMap. The intersection of Centre Street, Canton Ave, and Reedsdale Road is where two town roads meet a state highway. During the evening commute, traffic is backed up on Centre Street all the way to Voses Lane by Milton Academy. The congestion is inconvenient for owners who live there, and it brings noise and air pollution. Some cars also run the red light. The time from 4 – 6 PM is when there is backup and queuing. There is no easy fix at an intersection like this, but it's something the town will look at. The town did meet with a company that improves intersections by using cameras to show conditions at the traffic lights. The cameras on the street lights can communicate with each other and figure out which lights have the bigger queue of cars, and release the traffic that way. In addition, the Master Plan Implementation Committee (MPIC) also purchased traffic modeling software which can look at different scenarios and predict how adjustments to the lights can impact traffic in surrounding areas, such as on side streets. Working with both the traffic model and the more sophisticated traffic lights, the town expects to have some improvements by springtime. Mr. Dennehy explained that the town has also gathered additional data from radar speed monitors. For example, there was a total of 13,704 cars that traveled northbound and passed the traffic radar on Governors Road in one week of June of 2018 (during the work week, but not when school was in session). A similar volume of traffic was recorded a year later. There are statistically significant drop-offs in traffic during the weekend. This suggests that most of that traffic on Governors Road is cut-through traffic. The vast majority (78%) of people that pass by speed monitor are observing the speed limit, but there are outliers. The average speed is 22 MPH, but speeds as high as 69 MPH have also been recorded. One resident pointed out that if 78% of people are observing the speed limit, 22% are not, which works out to approximately 3,000 speeding violations on that street in one week (though it is not clear how many of those drivers received tickets). Mr. Dennehy noted that the town is working with the Police Department and DPW, but police enforcement can't be everywhere at once. Another resident noted "it's on us, we know the policy can't be everywhere." The same resident said it's a game for some people to see how fast they can go. Another resident said that coming out of Governors Road in the morning, you take your life in your hands, even in your car. Mr. Dennehy provided another example of traffic data for Canton Ave at Margaret Road. There are 39,000 cars that pass that intersection in a week, and 87% of them are speeding. The average speed is 36 MPH, which is 6 miles faster than the limit. The town is trying to address this through DPW, and get enforcement in these areas. There's so much speeding that it's overwhelming at times. In another example, on Pleasant Street near the Collicot and Cunningham elementary schools, there are 3,000 to 5,100 cars on school drop-off days. Many people go through neighborhoods to avoid schools, and most are following the speed limit. Mr. Dennehy noted that the town is doing what it can by reducing speeds to 25 MPH throughout town unless otherwise marked, remarking crosswalks and stop signs, and adding portable flashing stop signs. In addition, the Lincoln Ave project is narrowing the street to slow traffic, widen sidewalks, and adding a

flashing pedestrian sign. Mr. Dennehy said the town is trying many methods to get drivers' attention on the speed limit. Speeding traffic is not just a problem in Milton. Mr. Dennehy noted that the TMC has done a review of resident safety concerns, which include high speeds, aggressive driving, unsafe pedestrian crossings, and difficulty for cars existing onto busy roads. There is also a lot of concern about posted speeds being too high. In addition, there was concern about an accident that happened in the spring at Central Ave at the trolley crossing. On Oct 4-7 the traffic crossing will be improved and will include flashing bucs when the trolley is approaching. There was also concern about traffic on Gulliver Street (near the high school) with cars cutting through the neighborhood.

In addition to expressing concerns, Mr. Dennehy noted that residents also offered suggestions. These included: traffic enforcement, traffic calming, "do not block the box" markings at intersections, and improved pedestrian crossings. Much of this is enforcement: Milton Police Department is aware of these problems and is working on it. Residents also suggested providing a bus route from East Milton to North Quincy. The TMC has submitted a request to the MBTA to participate in their Better Bus Routes initiative to make it easier for Milton residents to get to Boston without driving. Mr. Dennehy noted the TMC intends to make recommendations to the Select Board. The TMC does not have a budget, but will recommend projects for consideration by the Select Board. The TMC is working on low hanging fruit that can be done without substantial cost, but the TMC will also request funding amounts that may come to Town Meeting for approval. In addition, some ongoing projects should offer some improvements. For example, the East Milton Deck project to improve traffic movement through town will also improve pedestrian crossings.

One resident, Mr. Johnson, suggested adding a traffic signal at Blue Hill River Road/Hillside Street and Unquity.

Another resident, Katie Schmidt of 62 Churchill Street, asked what the requirements are for the restrictions on trucks. Lt Alba explained that to impose restrictions on trucks you have to apply to the state. The trucks need to have a place to exit. Lt. Alba noted he has not seen much truck traffic on Blue Hill Parkway, and they need a DCR permit to drive there, but that doesn't apply to trucks that are servicing houses in the area. Ms. Schmidt suggested that there either needs to be a stop sign where Lothrop comes in to Churchill Street or need 20 MPH on that street. Lt. Alba noted there is a uniform traffic code that identifies criteria for when a town can install a stop sign. Ms. Schmidt said that if it is not possible to add a stop sign then the town should add a 20 MPH sign because of the Tucker School. Lt. Alba said that it would need to be within a certain radius of the school, and he said he would check on that.

Another Resident, Judith Gundersen of 32 Woodruff Drive, pointed out that the One Way/Do Not Enter signs on Otis, Waldeck/Reservation and one other street along Adams face East Milton Square, so people coming down from Milton Hill come to a screeching halt. Also, the print is very small and hard to read. It would be good to have concave signs or double-sided signs. Ms. Gundersen noted that she appreciates when she has seen a police officer on the corner near Squantum St. Mr. Dennehy noted that the intersection of Adams and Squantum is an area for investment and the town may put a stoplight there. Ms. Gundersen also noted that she has collected 100 signatures on a petition asking to reopen the Adams Street bridge. She said she understands there's has been significant

effort on the East Milton Square Deck project but that it is beyond ridiculous that you have to go three times as far and go through three sets of lights to get through the Square. People are not respecting lanes and cars speeding through. There was a survey done on Milton Scene, and 80% of people are in favor of reopening the Adams Street bridge. Mr. Dennehy noted that the Select Board has been working with DOT to reserve air rights so the street can be reopened in the future. Ms. Gunderson asked when is it going to happen. She noted that the street has been closed for seven years, and it was supposed to be a trial for parking. She agreed that saving the air rights is a great idea. Mr. Dennehy explained that the Federal Highway project for the East Milton Deck doesn't include reopening Adams Street, but the street will continue to exist. Ms. Gunderson said the congestion on Governor's Road is likely trying to avoid East Milton Square. Mr. Dennehy agreed that when there is an accident on the highway it does lead to more traffic in East Milton Square and surrounding neighborhoods.

Roxanne Mustow, a Town Meeting Representative who lives on Milton Street, reported that she has observed increased speeds and more traffic trailers. She thanked the police who have been running radar on Milton Street and catching speeding trucks. However, the placement of the sign for the Neponset Valley Parkway continues to be a problem, and trucks don't see the sign until it is too late and then turn down Milton Street. Ms. Mustow noted that in Westwood there are traffic mitigation areas, including islands in the middle of the street. If Milton had one or two of those on Milton Street, it would slow down traffic and keep trucks out. Mr. Dennehy acknowledged the issue and said that the town has alerted the state Department of Conservation and Recreation (DCR), but they may not have done something yet because of the project on Rt. 138.

There was recently approval for an additional 250 units of housing on Sprague Street in Readville, and another development much closer. Milton needs to talk to our neighbors because that traffic will affect us as well. Mr. Dennehy noted that 25% of the comments on the WikiMap relate to congestion, a lot of that is cut through traffic from other towns. The Town of Milton has been talking with Quincy and Boston, although not so much Dedham and communities to the west.

Lee Toma, of Aberdeen Road, and a Member of the Bike Committee and the School Committee, noted that he has been frustrated that Traffic Commission has been in more of a reactionary mode, and he appreciates the TMC. Mr. Toma is advocating for more transit, busses, the trolley, and the opportunity for the Fairmount line to serve Milton better by making it easier to park at the Readville stop. The town should encourage more school buses and carpooling to schools, and also the use of existing foot and bike paths. There should be distracted driving enforcement and automated enforcement near schools. Mr. Dennehy said he hasn't seen a request for park and ride, but some communities have used Councils on Aging to park and ride, using their buses to get residents to the commuter rail. Mr. Dennehy expected to see more suggestions on WikiMap to get people onto mass transit. There was a suggestion to become less stringent on parking enforcement by Central Ave to encourage people to take the train. There is limited parking there but the point is well taken.

Ms. Gunderson asked if there had been a suggestion that the commercial area opposite the trolley station on Central Ave would allow 20 or a dozen parking spaces to be used for trolley parking.

Ms. Schmidt noted that she appreciated the work of the TMC and this public meeting. She thanked the Chair of the Select Board for putting together the TMC. This is a bigger/more global approach than the Traffic Commission. Mr. Dennehy noted that the committee appreciates residents' engagement, comments, and emails. The town will continue to listen to residents' concerns.

Ms. Gundersen noted that the amount of data on the WikiMap is overwhelming. Mr. Dennehy said that some people didn't realize they could add a dot on the map even if someone already had. The TMC wishes we had a way to identify commenters so we could engage them. The TMC has worked with the Traffic Commission, which may take on a different look in the future to be more proactive.

One resident asked whether solutions for Governors Road will account for side streets. Mr. Dennehy replied that Quincy is thinking about making changes for what they allow on Governors Road. They are trying to mitigate traffic, and there is a conversation going on about Governors which will account for side streets. Mr. Dennehy noted that the town can police speed but not volume, and the traffic has to go somewhere. The traffic modeling software will tell us the implications of slowing traffic on Governors Road and how it will affect side streets.

The meeting adjourned 8:09 PM.

Part 3: Correspondence from Citizens

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

From: Jay Olin <olinjay@gmail.com>

Sent: Thursday, January 31, 2019 12:05 PM

To: Michael D. Dennehy <mdennehy@townofmilton.org>

Cc: Jay Olin <olinjay@gmail.com>

Subject: MILTON'S NEW TRAFFIC COMMITTEE SEEKS RESIDENT INPUT

Hi Michael,

I am offering input regarding calming and making traffic safer on Central Ave.

A) Corner of Central Ave & School Streets: The sight lines at this intersection are dangerous. Coming out of School Street a driver frequently needs to pull half-way into Central Ave before making a left-hand turn. Part of the problem is the configuration of the intersection and part of the problem is cars are parked too close to the corner interfering with your ability to see down Central Ave.

1) This intersection needs to be reconstructed and possibly made into a 4-Way Stop. A Stop Sign on Central Ave would also slow traffic coming into the business district.

B). Corner of Eliot & Central / Business District: With the finishing of the Hendree's building condos this intersection needs to be carefully looked at:

1) At a minimum the pedestrian crossing on the north side (between the auto repair and the O'Neil Building businesses (Tinos, liquor store, etc.) needs to be shortened by building out the curb. Currently, it's dangerous for pedestrians to cross.

Please pass along to the appropriate persons. Thank you for your consideration.

Jay Olin
99 Central Ave

Begin forwarded message:

From: Barbara Craig <bacraig6529@gmail.com>

Date: January 27, 2019 at 11:55:22 AM EST

To: mdennehy@townofmilton.org

Subject: TRAFFIC MITIGATION

I am unable to make meeting in February but would like to have input on the traffic light at Canton Ave/Blue Hills Pkwy. I was surprised when this was installed there was no left arrow for those coming from Canton Ave to turn onto Unquity Road. At times Canton Ave gets backed up and a left arrow MAY help with this. It would help even more if we could widen the road just at the intersection for more space for cars but this may be too much to ask.

I know you were planning to have online access for this but wasn't sure if I would remember to get on line later and it is fresh on my mind now. Thank you for all you do

for this town, have lived here my entire 80 years and won't move unless they kick me out. Again, thank you for your time and all your work for the town.

Begin forwarded message:

From: Mary Hoey via Milton MA <cmsmailer@civicplus.com>
Date: February 7, 2019 at 10:07:39 PM EST
To: <mdennehy@townofmilton.org>
Subject: Form submission from: All Other Issues
Reply-To: Mary Hoey <dowdiesb@aol.com>

Submitted on Thursday, February 7, 2019 - 10:07pm
Submitted by anonymous user: 76.118.225.172
Submitted values are:

Subject: All Other Issues

Message:

To Traffic Committee,

I want to report how difficult it is to drive out from 88 Wharf Street to Adams Street. It is almost impossible to see the traffic coming both ways before you can pull out. Most days i feel like I am putting my life on the line, I know it is also difficult to get out from Randolph Ave. but at least you can see what cars are coming both ways.. There are some kind people who stop when the light is red to let you come out while others if you find yourself in the middle of the street drive right up to your car as though they are going to hit you. I know you are aware of the problem, but what I would like is a solution that works for all. Thank you.

==Please provide the following information==

Your Name: Mary Hoey

Your E-mail Address: dowdiesb@aol.com

Organization:

Phone Number: removed

==Address==

Street: 88 Wharf Street, 206

City: Milton,MA

State: Massachusetts

Zipcode: 02186

On Feb 28, 2019, at 1:39 PM, Michael Zullas <mzullas@townofmilton.org> wrote:

Many thanks Jim.

I have copied all our committee members so we can all benefit from your thoughts below.

Also, to the Committee, Jerry Touger added the following.

"Jim is pretty comprehensive here (thanks, Jim) but I would just add to #3 that delivery trucks sometimes block lanes on Bassett St. as well, adding to Bassett Street's other problems."

We'll miss you tonight Jim.

Best,

Mike Zullas

From: James Coyle <coylejp@yahoo.com>

Sent: Tuesday, February 26, 2019 6:47 PM

To: Michael Zullas; Michael Zullas

Cc: XFINITY; Christine Morrow; Cindy L. Christiansen; Jerry Touger; Jessica Costantino; Susan Harvey; Andrew D'Amato; Joseph O'Neill

Subject: Traffic Committee Meeting- Feb 28th - Thursday

attn: Mike Zullas, Milton Select Board Vice Chair

Good Evening Mike --

In response to your request last night for input about traffic, here are a few comments regarding East Milton Traffic. I'm sure many East Milton residents can add to the list.

#1- Top part of rotary over the deck [north end]. - Traffic attempting to continue **west bound on Adams** have to yield to traffic on Wood Street Extension. - I understand from Richard Wells, that the state DOT has changed positions at least twice on placement of yield sign, ---- which is currently setup to have drivers in the rotary yield to Wood Street Extension traffic. -which I believe is contrary to the general U.S. and international practice.

Serious consideration should be given to opening deck westbound which addresses problems #1 and #4. Leave eastbound traffic as is to use the street crossing the deck at its south end [Boulevard].

Benefits drivers attempting to get on Expressway Southbound and traffic heading west on Adams. This could also decrease cut-through traffic in East Milton local streets, east of Expressway.

#2- Parking on Narrow Streets blocking travel lane- two instances.

1- Adams North Side between Church St. and Granite Place--- Adams St is several feet narrower at corner of Granite Place then at corner of Church St.--- partially blocking westbound travel lane when cars are parked along North side of Adams all the way to corner of Granite Place.

2- East end of Bassett Street prior to corner of Franklin Street. Marked parking spots on south side of Bassett encroach into Eastbound Travel lane.

#3- Lack of off-street Loading Zones in Business District for new restaurants and other older businesses on Adams Street and Granite Ave-

Tractor Trailer and large Box Trucks block travel lane traffic on Franklin Street and Adams Street.

#4- Wood Street Extension-

In early morning traffic [7:00 AM to 9:00 AM], vehicles attempting to cross Granite Ave. from Wood Street to continue onto the "Wood Street Extension" have been observed using the oncoming traffic lane to cross Granite in addition to the regular right side travel lane. - Result is two lanes of traffic attempting to cross Granite -

#5- Granite Ave. Unsafe Municipal Parking ---Lack of sidewalk to get to crosswalk at Bassett Street corner. Drivers and their passengers exiting cars parking on left side of Granite just north of Bassett Street - are impacted. - I've seen people walking in the street often- sometimes young mother's with toddlers going to the fitness center.

#6- One-Way Streets- Abuse

Both Mechanic and Pierce Streets are one-way Southbound. Drivers sometimes use these streets in opposite direction to by-pass the Adams -Granite intersection.

Location of #1 through #6 are identified on attached sketch.
regards, Jim Coyle
TMM Precinct #7.

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

From: Fred Kibble <fandkibble@comcast.net>

Sent: Thursday, February 28, 2019 2:03 PM

To: Michael D. Dennehy <mdennehy@townofmilton.org>

Subject: Traffic

Mike:

I was hoping to attend tonight's meeting regarding traffic; however I have to pick up my daughter at the airport. Please make sure the Governors Road traffic issue is brought to the attention of the committee. The traffic count study that you got from the speed monitoring device should say it all but I wanted to be sure we on Governors Road are not forgotten. Thank you, Fred Kibble
78 Governors Road

L. Tucker Smith & J. Hale Smith
1632 Canton Avenue
Milton, MA 02186

617-361-1734 | home 978-866-6695 | cell tsmith62676@gmail.com

Mr. Jeffrey Mullan, Chairman
Milton Traffic Mitigation Committee
Town of Milton, MA

February 25, 2019

Subject: Traffic Mitigation Needs – Upper Canton Avenue

Dear Mr. Mullan and members of Milton Traffic Mitigation Committee:

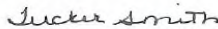
Thank you for the opportunity to express our concerns about the state of Milton's traffic. *As homeowners at 1632 Canton Avenue for 40 years (1979-present), we have witnessed dramatic increases in both volume and velocity of vehicular traffic – unfortunately, NO efforts to "lessen, mitigate, or calm" it.* This is not only frustrating to residents but dangerous for all recreational pedestrians and bicyclists that travel the route as there is no sidewalk between 1475 and 1793 Canton Avenue, from before Dollar Lane all the way to Route 138 intersection, approximately one mile in distance.

Upper Canton Avenue, as it is known, features blind curves and driveways, hills, dips, intersections, and *toxic* evening rush hour gridlock. Motorists fly off Route 138 at all hours heading northeastward and accelerating downhill to Dollar Lane where they might turn left, having avoided one stop-light at Brush Hill Road and a congested intersection at Neponset Parkway. Cut-through commuters and college students are alike suspect. Future construction of 54 residential units in the Wolcott Woods development over the next five years will worsen matters in spite of "assurances." Proof will be in the outcome.

Anecdotally: The property on the triangular island at 1793 Canton Avenue has had its high stockade fencing smashed countless times, even with the addition of crash-post bollards. Our two sons, now in their thirties, never rode bicycles in Milton because of Canton Avenue ----- and I have been passed, tail-gated, and "digitally gestured" many times while driving at the posted speed limit of 30 mph.

Canton Avenue is a state-designated Scenic Road. Sadly, current traffic conditions prevent everyone's safe enjoyment of it. *Unlike numerous other Milton streets (Eliot, Harland, Hillside, to name some) there is at no point along our end of Canton Avenue one stop sign, one speed hump, or one flashing electronic/radar attention-getter.* Let's fix this. Please add us to your deliberations and know that we, as individual homeowners and Blue Hill Neighborhood Assoc. members, will gladly participate/collaborate going forward.

Sincerely,



L. Tucker Smith



J. Hale Smith

From: Donna <dreulbach@comcast.net>

Date: March 8, 2019 at 6:56:14 AM EST

To: <mdennehy@townofmilton.org>

Subject: Traffic concern

Mr. Dennehy

I am a Milton resident on Essex Road. My concern is Decker Street which is a cut-through Street between Blue Hill Avenue and Blue Hills Parkway. Parking restrictions are not enforced and often there are multiple cars parked on both sides of the street, often blocking the sidewalk. As you know it's a winding, hilly Street so it's impossible for cars to see pedestrians and other cars coming the opposite way. There's probably no solution for the Topography of the street but if parking was only allowed on one side and ticketing done at night it might alleviate some of the problems. Thank you

Donna Reulbach

54 Essex road

From: "John Robinson" <jcrjnr@comcast.net>

Date: March 10, 2019 at 1:49:24 PM EDT

To: <mdennehy@townofmilton.org>

Subject: "Traffic woes"

This week's Milton Times article reporting on a new committee on traffic woes struck a chord for my wife and me. We live on the section of Churchills Lane that connects the section of Brook Road just east of Randolph Ave. to Adams Street adjacent to the Forbes House Museum at the crest of Milton Hill. This stretch of Churchills Lane serves as a nice cut through between the two main thoroughfares, especially during the morning and afternoon rush hours. Though we are grateful for last year's repaving of this bumpy road we had lived with for the previous 26 years, we are concerned about the speed of some of the cars rushing to and from work each day. We have no means for measuring the speeds of these vehicles, but quite a few of them appear to be traveling at 30-40 m.p.h. which seems a hazardous risk for joggers, pedestrians and dog walkers who also traverse this road which has no sidewalks. At the moment, there are no signs posted to suggest a speed limit and no road bumps to give these speeders incentive to slow down. A reasonable limit might be 20 m.p.h. for this curvy cut through, and the occasional presence of a traffic officer might encourage people to heed signs posting this limit. Thank you for considering this matter.

Sincerely,

June and Jack Robinson

85 Churchills Lane

From: Contact form at Milton MA <cmsmailer@civicplus.com>

Date: April 4, 2019 at 7:33:05 PM EDT

To: <mdennehy@townofmilton.org>

Subject: [Milton MA] Traffic Mitigation Mtg. 2/28/19 (Sent by Ann Dugas, anncarr@hotmail.com)

Reply-To: <anncarr@hotmail.com>

Hello mdennehy,

Ann Dugas (anncarr@hotmail.com) has sent you a message via your contact form (<https://www.townofmilton.org/user/25/contact>) at Milton MA.

If you don't want to receive such e-mails, you can change your settings at <https://www.townofmilton.org/user/25/edit>.

Message:

To: Subcommittee on Traffic in Milton

Could you please consider these 8 suggestions in response to the Traffic Mitigation Meeting of 2/28/19 that aired on t.v.?

I) PIERCE SCHOOL AREA:

Monday morning a child stopped on corner of Thatcher and Warren Streets. He was a little boy, maybe 11. He was crossing at the faded crosswalk. A car came speeding down Thatcher and slammed on it's breaks, coming to a screeching halt nearly missing the boy. Last year I witnessed the same scenario with a little kid walking his bike across the street.

ALL AROUND THE PIERCE INCLUDING THIS AREA BEHIND THE SCHOOL SHOULD BE A SCHOOL ZONE...THE CROSSWALK PAINT ALONG THIS AREA AND CENTRAL AVE BETWEEN BROOK AND THATCHER IS COMPLETELY FADED. A CITIZEN FROM FULLER VILLAGE SUGGESTED AT THE TOWN MEETING THE USE OF FLUORESCENT GREEN PAINT FOR CROSSWALKS; THAT WOULD BE GREAT IN THIS LOCATION.

THERE ARE NO SIGNS ADVISING A SCHOOL ZONE, WHICH SHOULD BE POSTED ALONG PERIMETER ROADS SURROUNDING THE PIERCE. ⇒ IN FACT, THERE IS A SIGN POSTED .1 MILE AS YOU APPROACH THE PIERCE FROM MATTAPAN ON BROOK ROAD THAT ACTUALLY SAYS "END SCHOOL ZONE" ⇐ IT IS A SIGN FOR ST. MARY'S SCHOOL BUT IT IS MISLEADING AND DANGEROUS!

Milton Academy has bold crosswalks and blinking signs for the safety of their children and the Pierce area has nothing.

Three days a couple of weeks ago the crossing guard was absent. Why no substitute for her? There was no police detail there. Crossing guards in Dorchester and Springfield have been KILLED in recent years. CARS COAST RIGHT THROUGH THE RED LIGHTS COMING FROM ALL DIRECTIONS AT THE FIVE-WAY INTERSECTION IN FRONT OF THE PIERCE, CONSTANTLY. Why can't the Town of Milton advocate for blinking school zone signs and blinking crosswalk signs and make those approaching areas 20 mph? The new sidewalks along Central Ave and the lights in front of Cunningham and Collicot are great. Those kids at the Pierce are little too, many just 11 years old. They are walking, scootering, and biking to school. This is an immediate and urgent need!

PRESSURE SHOULD BE PUT ON THE STATE TO MAKE THAT PART OF ROUTE 28 A SCHOOL ZONE... IF ANY ROADS SURROUNDING THE PIERCE ARE STATE ROADS OR TOWN ROADS THERE ARE NO EXCUSES...THEY SHOULD BE MARKED "SCHOOL ZONE 20 MPH."...INITIATE A PETITION, CALL CHARLIE BAKER, CONTACT MAURA HEALY'S OFFICE, CONTACT NEWS AGENCIES, WHATEVER IT TAKES TO MAKE THAT AREA A SCHOOL ZONE.

II) MILTON HIGH SCHOOL AREA:

IT IS COMMON FOR PERMIT-HOLDING KIDS TO BE DRIVING TO SCHOOL, SWAPPING WITH THEIR PARENTS WHEN THEY REACH THE HIGH SCHOOL QUEUE. THEY ARE NEW DRIVERS AND A YIELD SIGN ENTERING FROM CANTON AVE WOULD BE HELPFUL, PARTICULARLY FOR THESE YOUNG DRIVERS.

A YIELD SIGN IS RECOMMENDED FOR PEOPLE TAKING A RIGHT INTO MILTON HIGH FROM THE SOUTHBOUND SIDE OF CANTON AVE.

Also there is a problem when driving behind MHS

ARROWS ON GROUND SIGNIFYING WHICH DIRECTION CARS SHOULD GO ARE COMPLETELY FADED AND NEED REPAINTING, PARTICULARLY WHEN HEADING TO THE BACK WHERE THE FIELDHOUSE, ...SOMETIMES YOU SEE VISITORS GOING THE WRONG WAY!

III) SNOWBANKS:

Snowbanks obstructing views when pulling out of side streets is a problem.

IS THERE ANY SNOWBANK MELTING TECHNOLOGY THE TOWN COULD INVEST IN?

IV) REEDSDALE ROAD:

I grew up on Reedsdale and cars never parked along there.

NO PARKING SIGNS ALONG REEDSDALE NEEDED

V) KELLY FIELD ENTRANCE/EXIT:

Cars get stuck in the middle of Brook Rd. on the wrong side of the road trying to enter the tennis courts/baseball field at Kelly Field.

MAKE ONE OPENING AN ENTRANCE AND ONE AN EXIT AT THE KELLY FIELD PARKING LOT WITH SIGNAGE AND PAINTED ARROWS

VI) INCREASED TRAFFIC/VIOLATIONS IN MILTON:

Proliferation of map apps, ride-share vehicles, delivery services seems unstoppable. There are ways to keep Milton streets safe from this increased traffic.

SUPPORT OUR OFFICERS WHO PULL PEOPLE OVER. POST SIGNS ENCOURAGING PEOPLE TO DRIVE SLOWLY AND NOT RUN REDLIGHTS. MAINE HAS ELECTRONIC SIGNS WITH CLEVER SAYINGS LIKE "SPEND MONEY ON LOBSTAHS, NOT SPEEDING TICKETS" or "PUT DOWN YOUR CELL OR YOU MAY END UP IN ONE." MAYBE WE COULD HAVE CONTESTS AT THE HIGH SCHOOL WHERE KIDS COME UP WITH FUNNY SLOGANS ABOUT HOW TAILGATING IS RUDE, SET ALARM CLOCK EARLIER, HAVE GOOD MANNERS AND SAY 'THANK YOU' WHEN YOU GET A TICKET, ETC. WINNERS WILL HAVE THEIR QUOTES POSTED ON THE ELECTRONIC SIGNS AROUND THE TOWN AND MAYBE GET A PRIZE.

IT WOULD BE GREAT IF THESE ELECTRIC SIGNS COULD ROTATE AROUND THE TOWN, FOR EXAMPLE, PEOPLE ARE CONSTANTLY RUNNING REDLIGHTS WHERE ADAMS AND ELIOT MEET AND AT THE FIVE-WAY INTERSECTION AT THE PIERCE.

VII) NORTHBOUND INTERSECTION STOP WHERE REEDSDALE MEETS BROOK RD AND CENTRAL AVE:

Cars will take a right from the left lane (which is often the shorter lane and faster to get through the intersection), cutting in front of people in the right lane who are either bearing right on to Central or going straight on to Brook.

Arrows need to be painted on the road right in front of 2 Reedsdale Rd. (small medical office of Dr. Delany) depicting straight or left for cars in left lane and straight or right for cars in the right line on Reedsdale (at the intersection, right in front of the . That way if someone chooses to cut across from the left lane to take a right on to Central they can be pulled over by the police. May need to be done by state if a state road but Milton should request this be done.

VIII) REPLACE THE TEMPORARY MEMORIAL ON BRUSH HILL RD:

Perhaps a permanent bench and/or garden on the strip of Brush Hill dedicated to the precious teen who was hit by a car and killed a couple of years ago and whom is currently being honored with a memorial of flowers, etc.. This might be a nice community service project commemorating the life of Katelisa Etienne, if her family thought it a nice idea.

Thanks for considering these suggestions!

From: James Coyle <coylejp@yahoo.com>
Sent: Tuesday, November 5, 2019 11:29 AM
To: Richard G. Wells <rwells@townofmilton.org>; Michael Zullas <mzullas@townofmilton.org>; Michael D. Dennehy <mdennehy@townofmilton.org>
Cc: Stephen Rines <stephen.rines@autodesk.com>; Jessica Costantino <jesscostantino@comcast.net>; Jerry Touger <jtouger@post03.curry.edu>; Joseph O'Neill <pierce1776@msn.com>; Susan Harvey <harveydemille@comcast.net>; Andrew D'Amato <ajda58@aol.com>; Peter I. Dunn <peteridunn@yahoo.com>
Subject: Washington Street Public Safety

Good Morning-

It has been brought to my attention by several Washington Street area families with young children,

- Number of near misses is growing.
- Speeding is a serious problem.
- Residents need to feel safe all year long.

There are new young families living on

- Brackett
- Washington
- Eaton
- Rockwell

- Howard
- probably other nearby streets too.

Washington Street Background

- School bus stop located at the corner of Washington and Bunton
- Does not have any stop signs.
- Well known cut-through, Beale and Adams Street bypass
- Vehicles have been observed at over 40 mph often.

Request -

Parents of young children have suggested **adding stop signs in both directions on Washington Street to slow traffic.**

We hope action can be taken quickly.

Sincerely,
Jim Coyle
EMNA Member
TMM Precinct #7

Text of Comments Received Following Posting of the Review Draft

Comment No. 1

Subject: Re: Traffic Mitigation Draft Report

[External Email- Use Caution]
Thanks Mike. All is well here.

I should add that in general I thought the report was well done and was very helpful in laying out the problems. I also understand that coming up with real world solutions is even more of a challenge!

Matt

...

On Thu, Jan 23, 2020 at 12:58 PM Matt King <kyrrigle@gmail.com> wrote:

some thoughts ... feel free to ignore unless you are bored or until you have some free time :)

hey one of my comments made it in!

of a four-way stop sign. Many residents also expressed concern about the number of cars rolling through the stop signs at the intersection of Central Ave. and Eliot Street, and suggested the need for greater enforcement. In addition, residents suggested transit signal prioritization and addition of parking along Central Ave. for commuters to encourage residents to take transit rather than driving. One resident also suggested reconfiguring the intersection of School Street and Canton Ave. to improve sightlines and prevent parking too close to the intersection.

I think there should be a Milton resident parking sticker and we make parking much more accessible near T stations. Lots of Milton residents drive all the way to Quincy to take the T which is just insane/needless/wasteful. They do this because the lots available in town fill up so quickly. But we have plenty of street parking that could be available within walking distance. Only instead of making it available the town has slowly but steadily marked it all off as short term parking.

~~THE COMMITTEE ENCOURAGES THE TOWN TO CONSIDER THAT THESE TYPES OF MEASURES,~~

c **Speed limit ordinance.** In 2017, the Town voted to reduce the default speed limit in Milton to 25 MPH. Today, unless otherwise posted, the speed limit in the Town is 25 MPH.

Is this true? we passed the authorization to drop to 25MPH but I don't think it has been implemented yet?

"town wide 2 hour parking limit"? seems like a really bad idea. in addition to my earlier comment on commuter parking, it frustrates me to no end how poorly we handle our timed parking today. The owners of the dry cleaners next to central ave T stop clearly take up two spots almost the full day every day despite having special parking for businesses located within short walking distance. I guess they just have an understanding with the police? Isn't that nice! (I see their commercial van and white range rover ever single day as I bike past on my commute to work and it just makes me steam!)

through traffic, for example. These tactics can and should be further evaluated on a case-by-case basis. The Committee notes that the City of Medford has recently implemented steps to close streets during certain hours of the day to City residents only. Because of difficulties with the enforcement of this type of measure, the Committee does not recommend that this step be considered in Milton.

I think this is a much better solution than our current (bad) habit of just throwing up 2 hour do-not-enter signs. It is frustrating that in an effort to prevent out of town cut through traffic, these do not enter signs simply push the cut through traffic to less fortunate residents on streets not covered as well as making easy and sensible in-town trips arduous and frustrating. If we can enforce time based do not enters we can enforce resident stickers. One question I do have is what does Waze do about resident only streets? More on the pilot here <https://www.mma.org/medford-launches-pilot-program-to-reduce-side-street-traffic/>

Comment No. 2

From: "Michael D. Dennehy" <mdennehy@townofmilton.org>

Date: January 26, 2020 at 6:08:32 PM EST

To: jerry fowler <jeremiahfowler@yahoo.com>

Subject: Re: Traffic Mitigation Public Comment

Thank you for reaching out. I will forward your observations/comments to the Traffic Mitigation Committee and my Board (the Select Board).
Also, please also know two other things, a Route 28 Corridor Study was recently presented to the Town, and they, MassDOT, own this section on Randolph Avenue.

Sent from my iPhone

On Jan 26, 2020, at 11:57 AM, jerry fowler <jeremiahfowler@yahoo.com> wrote:
[External Email- Use Caution]
Mr. Dennehy,

I live at the intersection of Randolph Ave (28) and Pleasant St. I submitted the following stat to the town of Milton in early 2019: on a weekday at 830am I counted 40 cars in 5 minutes traveling northbound on Randolph Ave (28) turning onto Pleasant St at a high rate of speed to cut through the neighborhood. That equates to one car every 8 seconds.

Currently there is major construction at this intersection at the Bents Cookie Factory Renovation, which is vacant as of now. Some days there is a police detail assisting with traffic, and some days their isn't. And the traffic stats that I listed have not changed. When that renovation is complete there is going to be a cafe (with town approved street parking on BOTH sides of Pleasant St), 5 apartments, and office spaces at that location. And the northbound traffic from Randolph Ave (28) onto Pleasant St will still be unchanged. I spoke with Senator Timilty in August 2019 about the need for a traffic light at this intersection and he agreed without hesitation. What do we need to do to get a traffic light put in at the intersection of Randolph Ave (28) and Pleasant St? I moved to Milton in 2015 and in that time there has been at least one motor vehicle collision resulting in a fatality per year on Randolph Ave (28). This isn't about addressing the elephant in the room, this is known. It has been widely documented and spoken about on the news. To quote the Traffic Committee:

"The Route 28 corridor is home to Milton's most severe traffic concerns"

"It is the sight of frequent crashes, including high-speed crashes that have resulted in fatalities"

Thank you for your time.

Jeremiah Fowler
672 Randolph Ave

Comment No. 3

From: Rose Wallace <roisin401@yahoo.com>
Sent: Sunday, February 2, 2020 3:58 PM
To: Michael D. Dennehy <mdennehy@townofmilton.org>
Subject: Traffic mitigation comments

[External Email- Use Caution]

Hello,

In a recent article asking for traffic mitigation comments, I would like the committee to consider the following traffic problem:

Intersection of Adams Street and Squantum Street.

This intersection operates more like a 6 way stop at best. Traffic through this intersection does not move at all well.

Turning left from Squantum onto Adams Street is its own category of Russian roulette during the evening commute. People do not slow down and you pray you don't get hit or cars are darting out if they see the slightest opening even though they do not or cannot read the traffic pattern such as it is.

Thank you for your consideration in this matter.

Rose Wallace, Milton resident

Comment No. 4

From: Kenneth Pariser <kpariser@gmail.com>
Sent: Monday, February 17, 2020 10:58 PM
To: Michael D. Dennehy <mdennehy@townofmilton.org>
Cc: Ellen Fisher <ellenwfisher@hotmail.com>
Subject: Milton Traffic Mitigation Draft Report

[External Email- Use Caution]
February 17, 2020

Michael D. Dennehy
Milton Town Administrator
525 Canton Avenue
Milton, MA 02186

Dear Mr. Dennehy,

We have reviewed the draft report of the Milton Traffic Mitigation Committee and we are concerned that one recommendation for Milton, Trouble Spot 6 - Milton Village/Central Avenue, will increase the traffic on School Street. The MPIC has "recommended that a traffic signal be installed at the intersection of Adams Street and Randolph and Canton Avenues." The Milton Traffic Mitigation Committee has endorsed that decision.

Since the installation of signage restricting rush-hour traffic on both Brush Hill and Morton Roads several years ago, School Street has experienced an increase in cut-through traffic as per the town's own findings. Given that traffic lights encourage changes in driving patterns with increased utilization of cut through routes, we strongly believe that the installation of traffic lights on Adams Street, Randolph Avenue, and Canton Avenue, will result in an even further increase in fast-moving, rush-hour traffic on School Street, an already highly utilized cut-through road.

To that end, we would propose that if a traffic signal is installed at Randolph/Adams/Canton that Milton install traffic-calming measures, such as signage restricting rush-hour turns onto School Street from both Canton and Randolph Avenue for the morning commute and from Central Avenue for the evening commute.

With appreciation for the hard work of the committee,

Kenneth Pariser (110 Ruggles Lane on School Street)
Ellie Fisher (42 School Street)
Melissa Raj (21A School Street)
Maria Kelly (31 School Street)
Philippe & Elizabeth Plageman (38 School Street)
Frank Giuliano (61 School Street)
Dean Lynch (100 School Street)
Joseph and Diane Lane (107 School Street)
Henry MacLean and Didi Emmons (147 School Street)
Elizabeth and Shawn Thibault (167 School Street)
Amy & Matthew Torrey (173 School Street)
Paul J. Kostka (176 School Street)
Jane Crocker (184 School Street)
Carl & Laura Query (193 School Street)
David Godine (196 School Street)
Margaret Sheldon (213 School Street)

Comment no. 5

From: Ryan Mulcahy <rmulcahy226@gmail.com>

Sent: Thursday, February 27, 2020 8:32 AM

To: Michael D. Dennehy <mdennehy@townofmilton.org>

Cc: Tom Angus <tomangus@yahoo.com>; Chad Triveri <chadt74@gmail.com>; Ryan Mulcahy <rmulcahy226@gmail.com>; elizabeth ryan <lizten455@hotmail.com>; Heather Bergin <smithbergin@msn.com>; Kate Finn <toomeykate@hotmail.com>; Regan Mulcahy <reganep@yahoo.com>

Subject: Speeding on Governors

[External Email- Use Caution]

Hi, Mike,

First, a big Thanks for your work on the traffic-calming committee and report. I was grateful to see Governors get some attention, and I hope we'll see the town take action to address the lawlessness on the street and help us & our families feel a little safer. I'd be happy to contribute to this effort.

Second, is there any way we can get an officer over here, at least occasionally, to enforce some accountability for the people who scream down the street at 45/50/55 mph every morning? When our kids are going to school, in other words. This morning I was crossing with my son when I looked up to see a truck bearing down -- couldn't have been moving under 50. I'm so sick of this; I think it's safe to say that the neighbors I'm CCing feel the same way.

All that said, thanks again for your work on the subcommittee and the report. It's good to know that someone is listening.

Comment no 6 – Friends of the Blue Hills



PO BOX 416, MILTON, MA 02186
TEL. 781-828-1805
www.FriendsoftheBlueHills.org
Twitter: @FriendBlueHills

February 26, 2020

Michael F. Zullas
Chair, Milton Select Board
525 Canton Avenue,
Milton MA 02186

Dear Mr Zullas,

I would like to thank you and the Milton Select Board and Milton Traffic Commission for the traffic study released January 22, 2020. The Friends of the Blue Hills appreciates your concern for pedestrian safety and access, particularly around the Blue Hills Reservation.

I have attached our comments on the current MassDOT proposal for the Route 138 reconstruction project. In our comments we request that MassDot include two pedestrian crossings on Route 138, which would improve pedestrian safety.

I also would like to draw your attention to the area on Route 28 where the Skyline Trail in the Blue Hills Reservation crosses the highway. We have had numerous concerns from hikers about the difficulty of safely crossing the highway in that area to access both sides of the Reservation. Particularly for groups or individuals with impaired mobility, crossing the highway with cars speeding along the highway poses a dangerous challenge.

Should the Town of Milton create a citizens group to address traffic concerns around the Blue Hills Reservation, we would be interested in participating.

Thank you again for your efforts to address traffic congestion and pedestrian concerns in Milton.

Sincerely,

Judy Lehrer Jacobs
Executive Director

Note:

Milton MA Route 28 Survey Questionnaire (Brook Road, Reedsdale Road, and Randolph Avenue)

POSTED ON: FEBRUARY 27, 2020 - 3:04PM



BACKGROUND:

The Boston Region Metropolitan Planning Organization (MPO), in conjunction with the Massachusetts Department of Transportation (MassDOT) and the Town of Milton, is conducting a transportation planning study for a segment of Route 28 in Milton. The segment of focus is from Blue Hills Parkway to the Quincy city line (south of the Chickatawbut intersection).

[select link to see rte 28 map](#)

The objectives of the study are to collect data, analyze existing roadway conditions, identify problems and needs, and develop short-, mid-, and long-term community-supported solutions to provide safe and comfortable travel for all uses and users of the roadway. This survey will help MPO staff to understand the public's perception of the existing transportation problems and needs, and collect ideas to address them. The MPO staff will consider the survey responses as solutions are developed for safe and efficient accommodations in the corridor. Please take a few minutes to complete this brief survey.

NOTE: This study will not re-evaluate the Route 28 and Chickatawbut Road intersection due to an ongoing project. However, final recommendations developed for the intersection will be included in the Route 28 Priority Corridor study.

Comment no. 7

From: Ryan Mulcahy <rmulcahy226@gmail.com>

Sent: Monday, March 2, 2020 10:56 AM

To: Michael D. Dennehy <mdennehy@townofmilton.org>

Subject: draft report

Hey, Mike,

Two other things about the report. First, I totally agree with the emphasis on the public transportation. It seems to me that another bus running down Reedsdale-Pleasant-Edge Hill toward the Wollaston Red Line station is a no-brainer. I think it'd be a hit, if the town publicized it and the T gave it a little time. It wouldn't even have to run all day --

something like 6 a.m. to 10 a.m. and then 4 p.m. to 6 p.m. would suffice. The 245 is insane -- I think it runs down Edge Hill only every other hour, and besides that the route is downright psychedelic. I hope we can change some minds at MBTA headquarters. Traffic-wise, Milton is less like a suburb than a Boston neighborhood or a Brookline or a Somerville.

Second, I think protected bike lanes, with the mounted white-plastic spaced barriers, esp. on Pleasant and Edge Hill, are worth exploring. You see these in the city and in Somerville and Cambridge (as I'm sure you know). They narrow a road like Edge Hill, which presumably would slow people down. Also, they just have a psychological effect - they make people feel safer, which leads to more people taking their bikes. For some people, the ride from East Milton, starting say with St. Elizabeth's, to the Wollaston or NQ station suddenly becomes a better option than driving. I'm biased because I'm on my bike a lot, but this seems like a pretty good opportunity for our town, esp. ahead of the East Milton Square project. It's hard to imagine the materials would be prohibitively expensive, and there's a chance for a sizable impact.

OK, I'll leave it there. Thanks again,

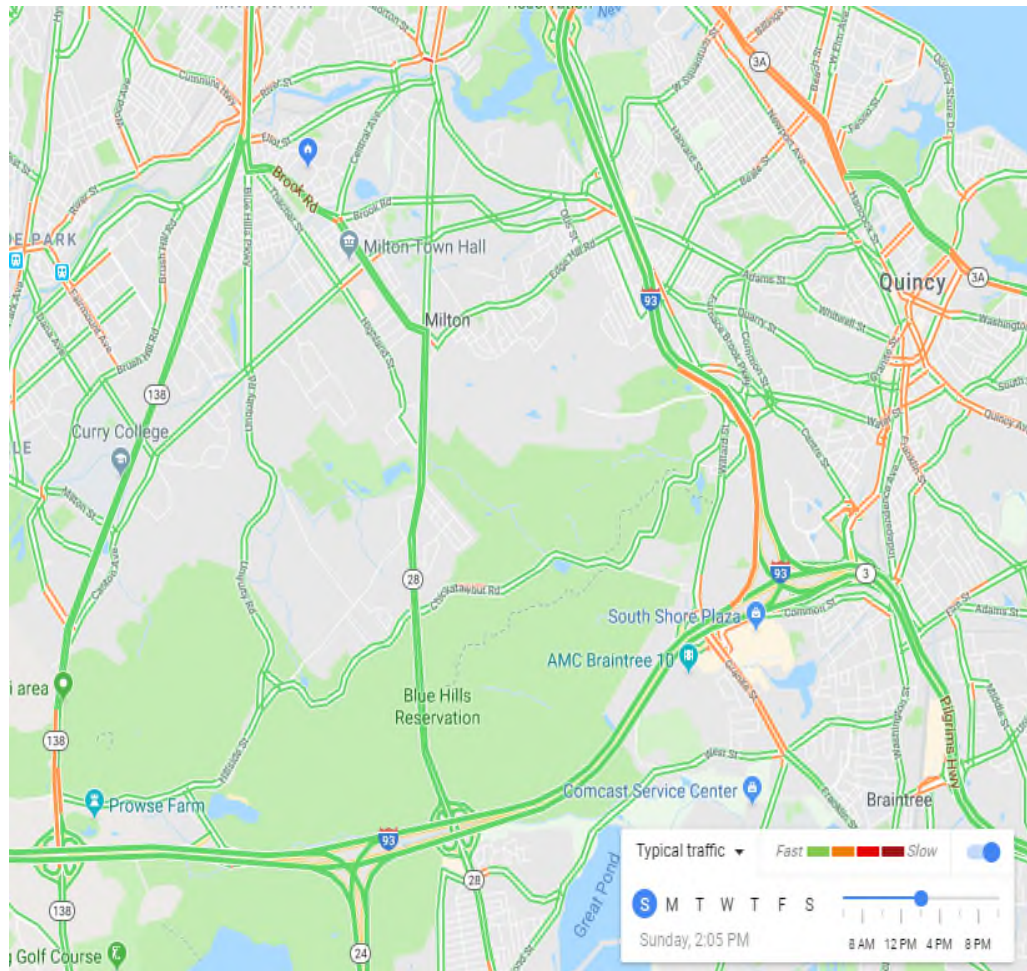
EXHIBIT E

TRAFFIC TRENDS FROM GOOGLE MAPS

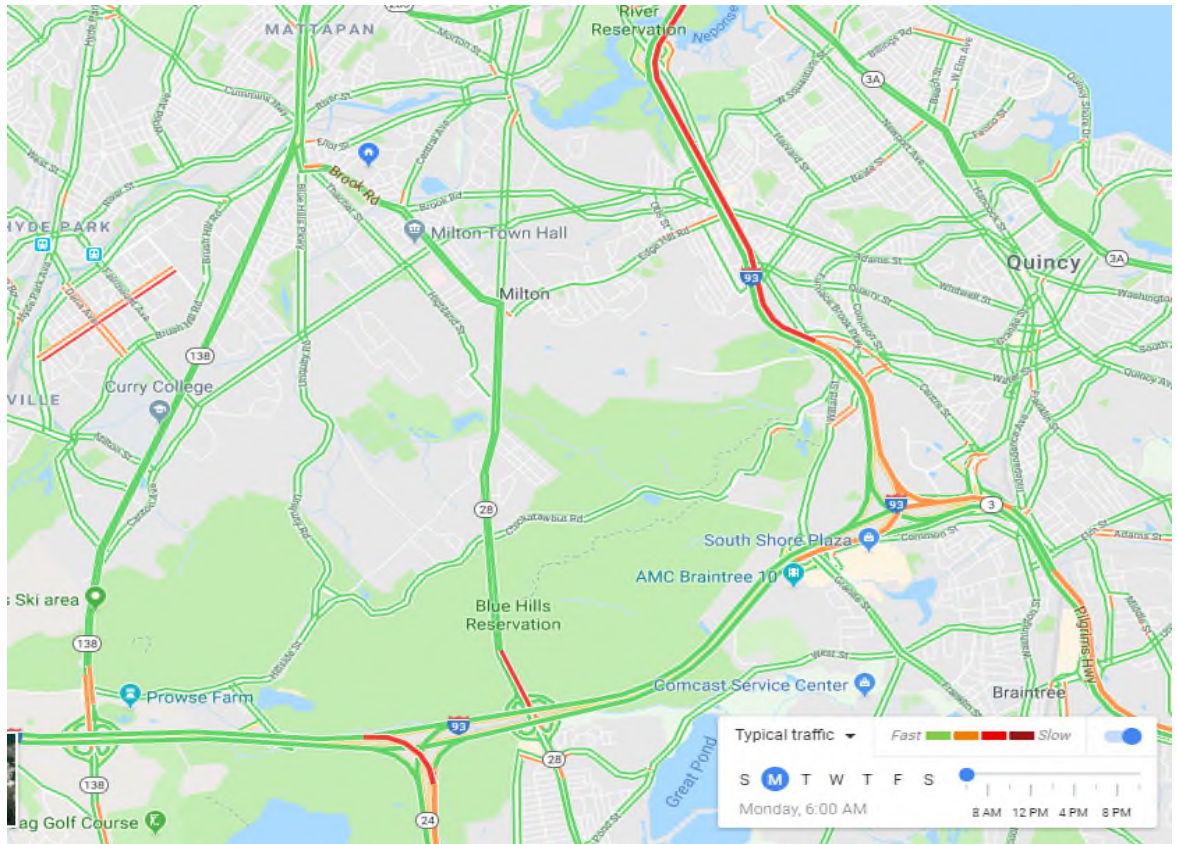
The following images are taken from the feature on Google Maps showing “typical traffic” during a specific time (<https://www.google.com/maps>, desktop view) They are intended to give the Committee a sense of where high-volumes of traffic are typically seen during a particular time on a particular day.

This is not a scientific review of the data and is only intended to identify trends and trouble spots. Images are intended to show either the typical (if they are all relatively similar) or the worst day at a particular time.

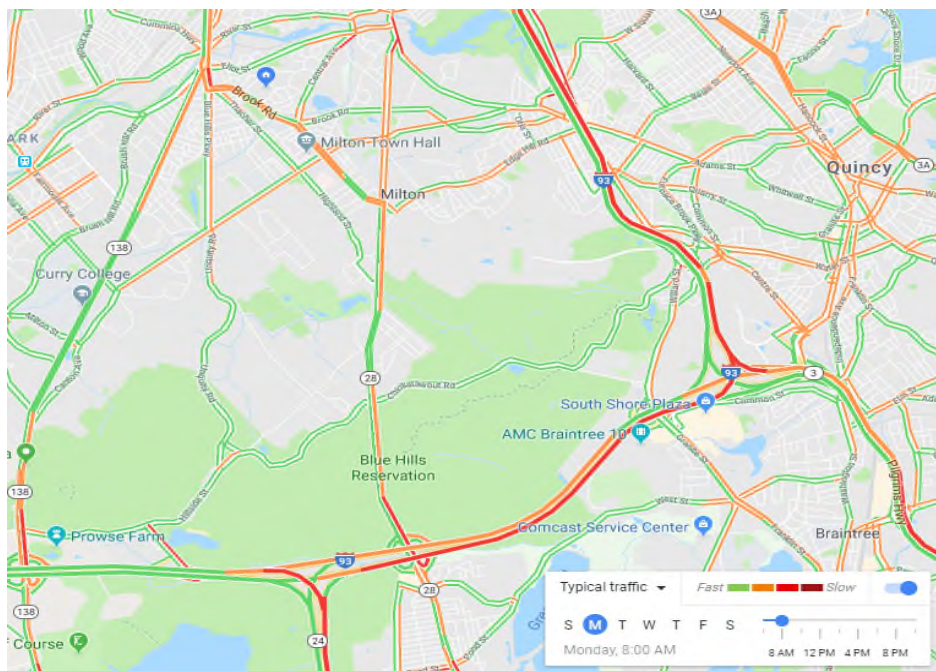
Sunday at 2:05PM



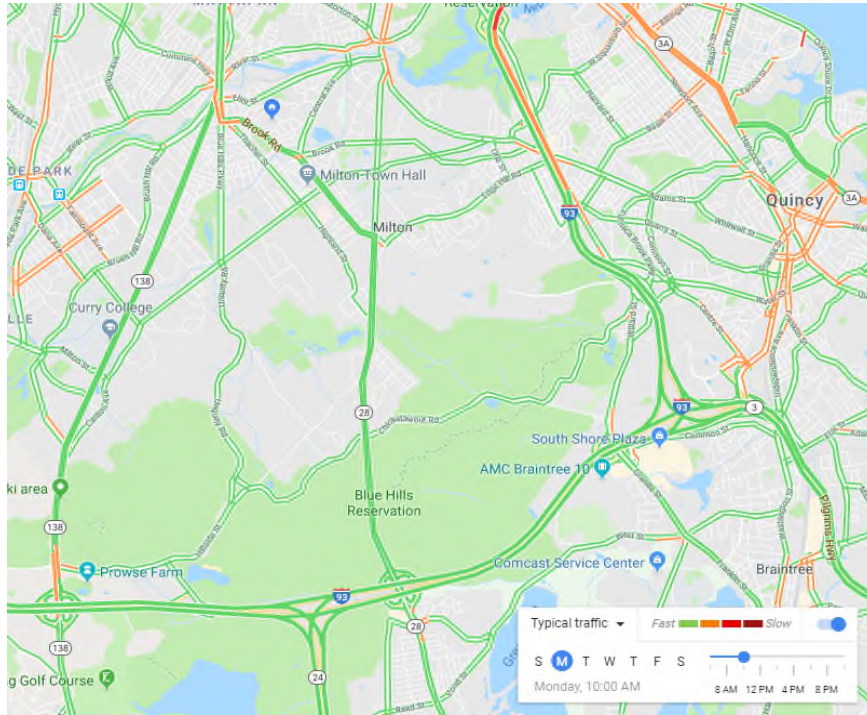
Monday at 6:00AM



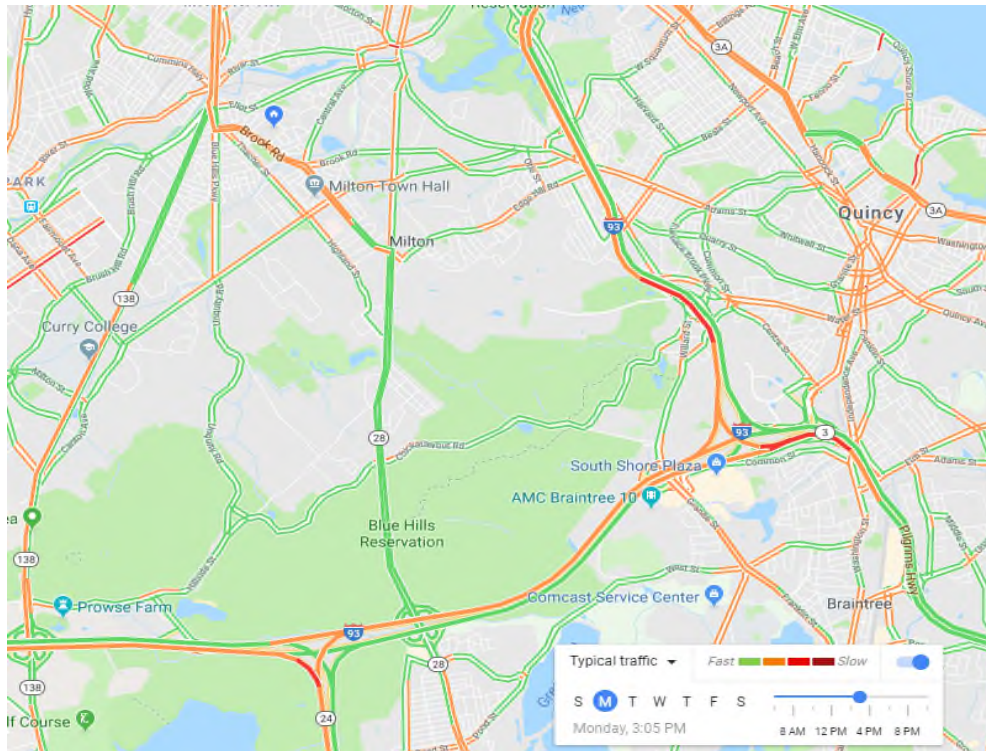
Monday at 8:00AM



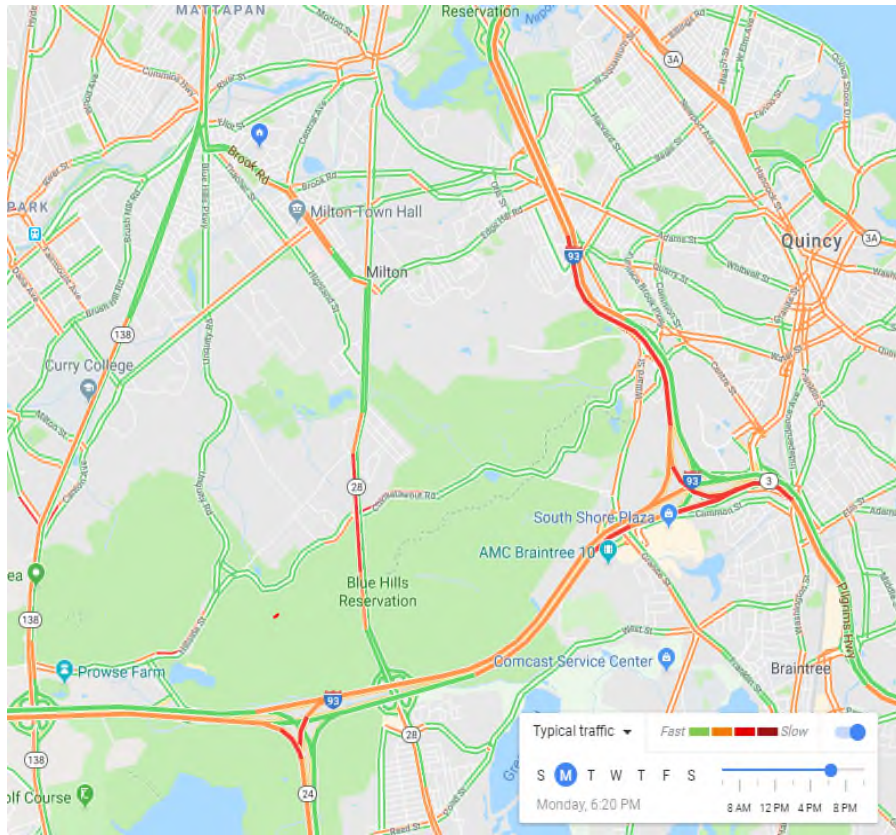
Monday at 10:00AM



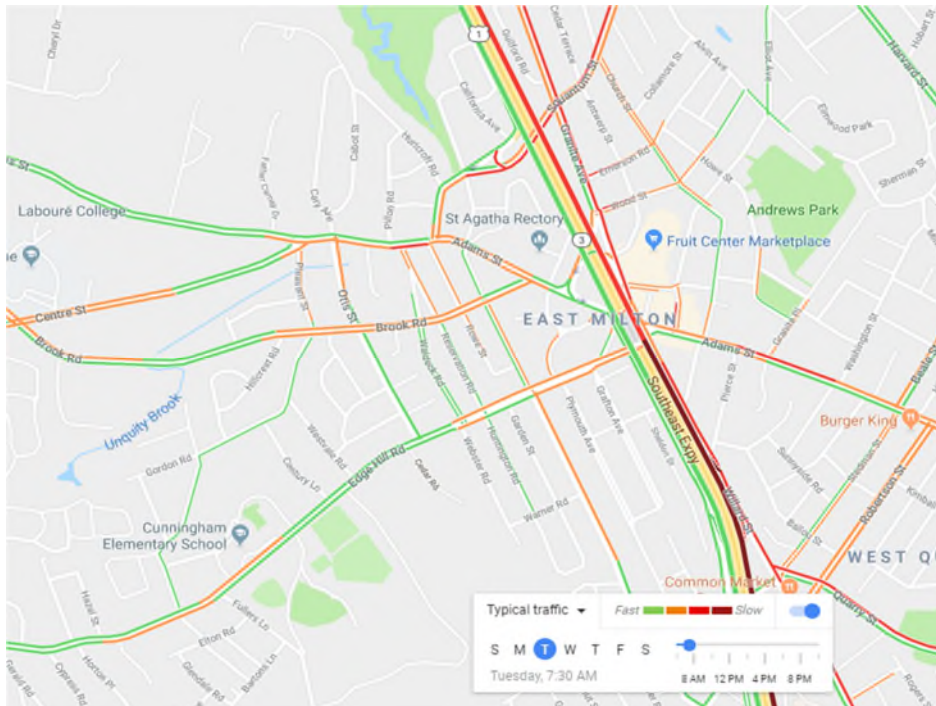
Monday at 3:05PM



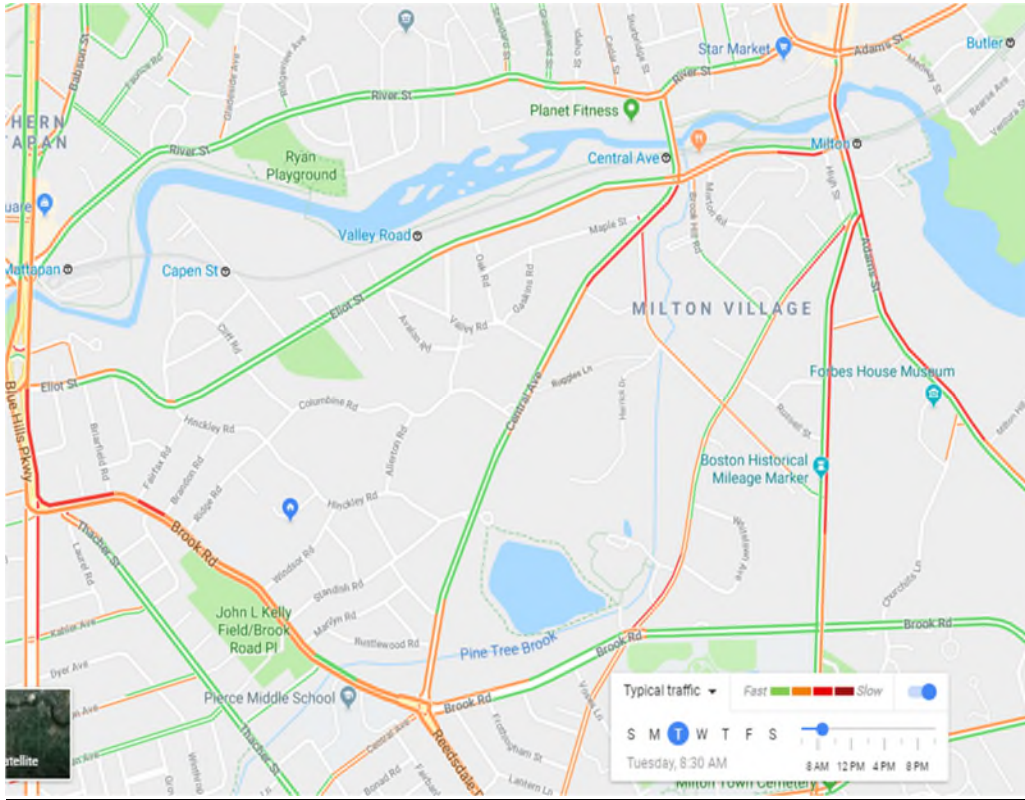
Monday at 6:20PM



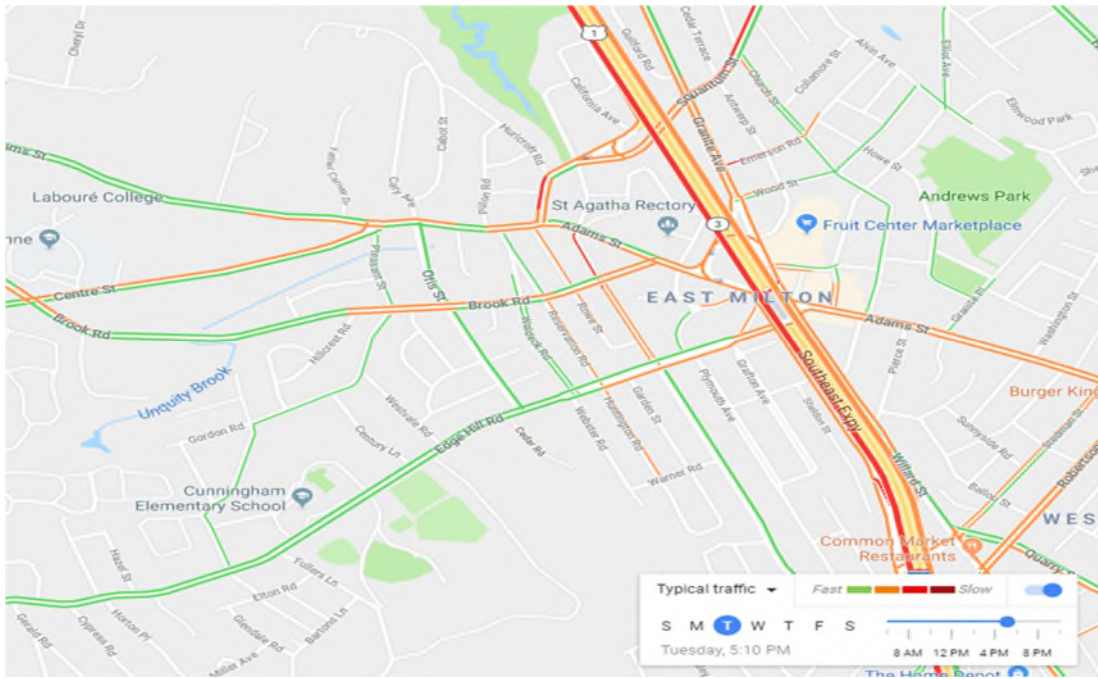
Tuesday at 7:30AM



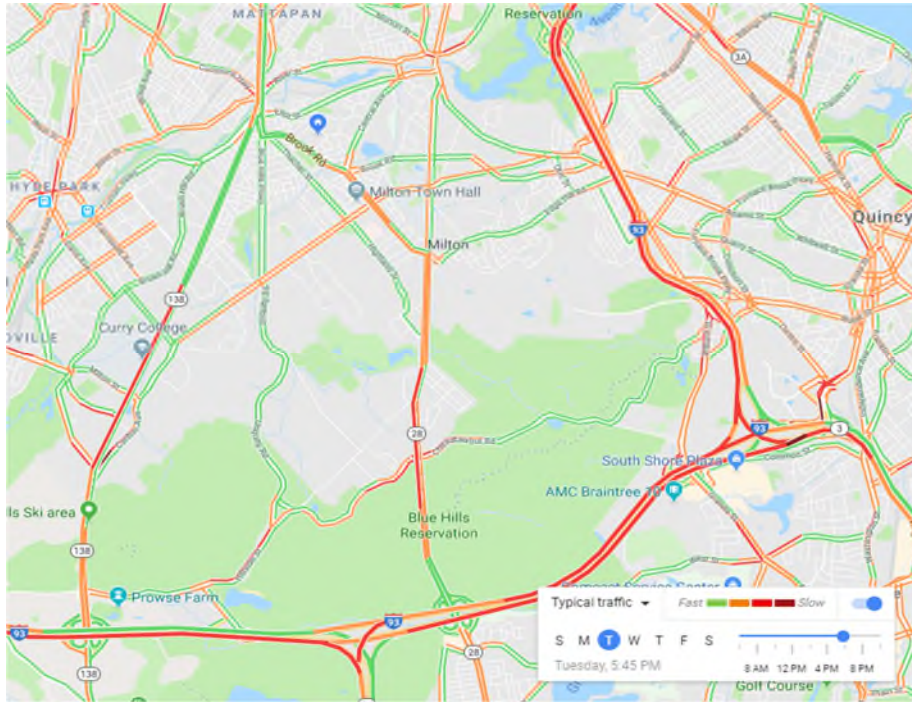
Tuesday at 8:30AM



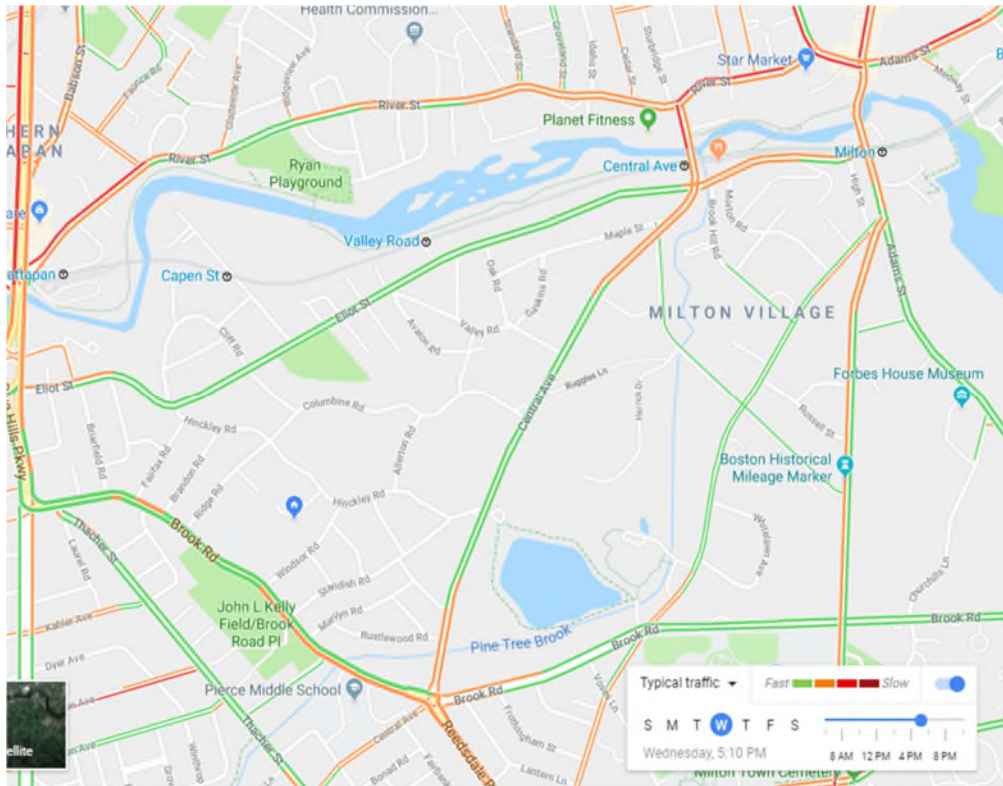
Tuesday at 5:10PM



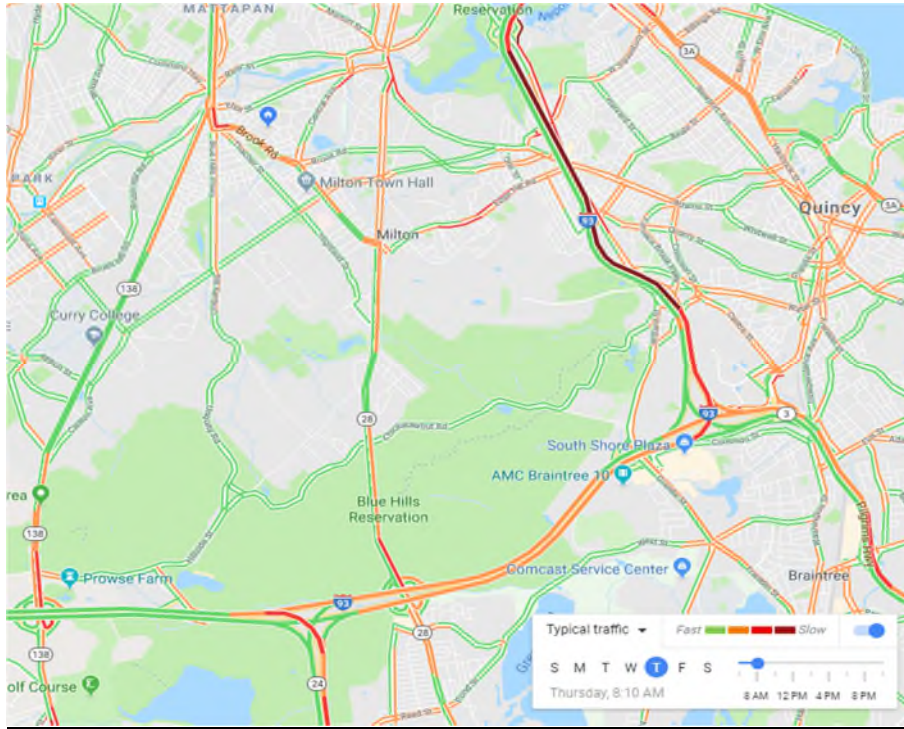
Tuesday at 5:45PM



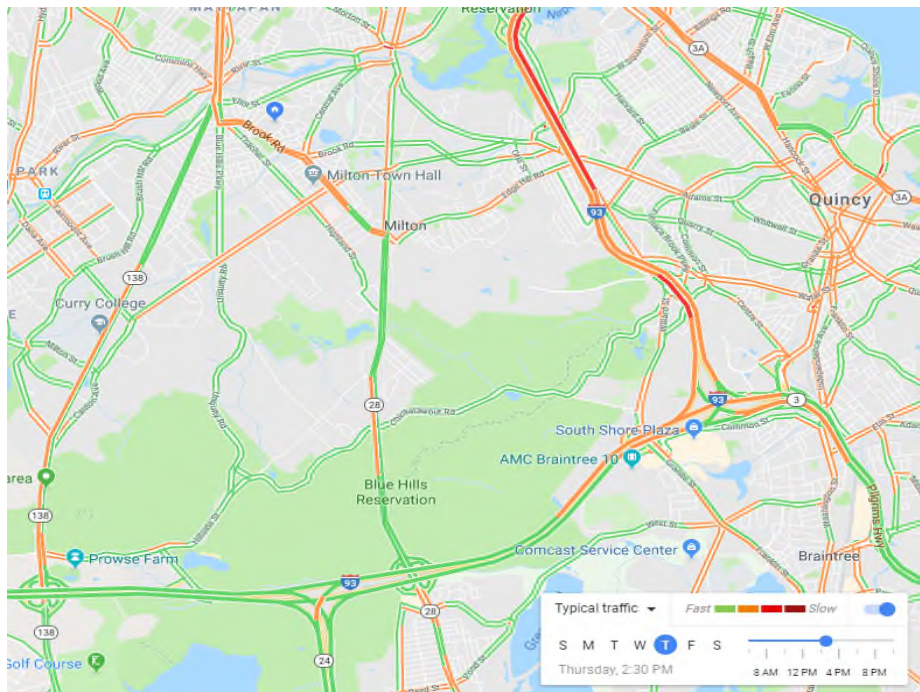
Wednesday at 5:10PM



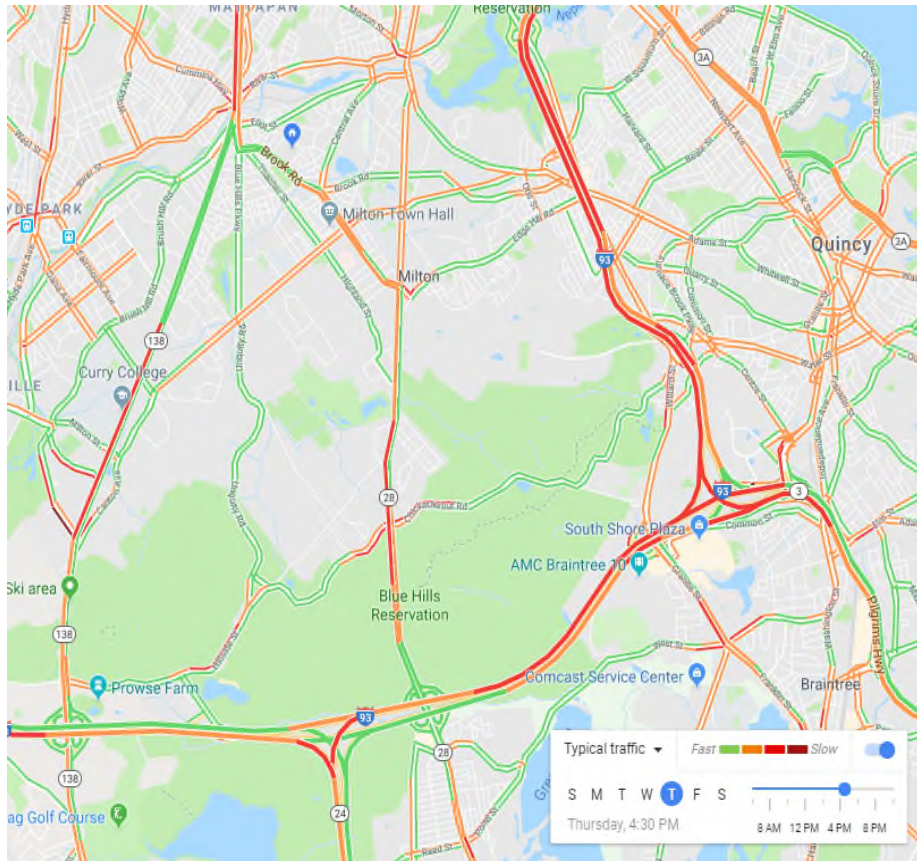
Thursday at 8:10AM



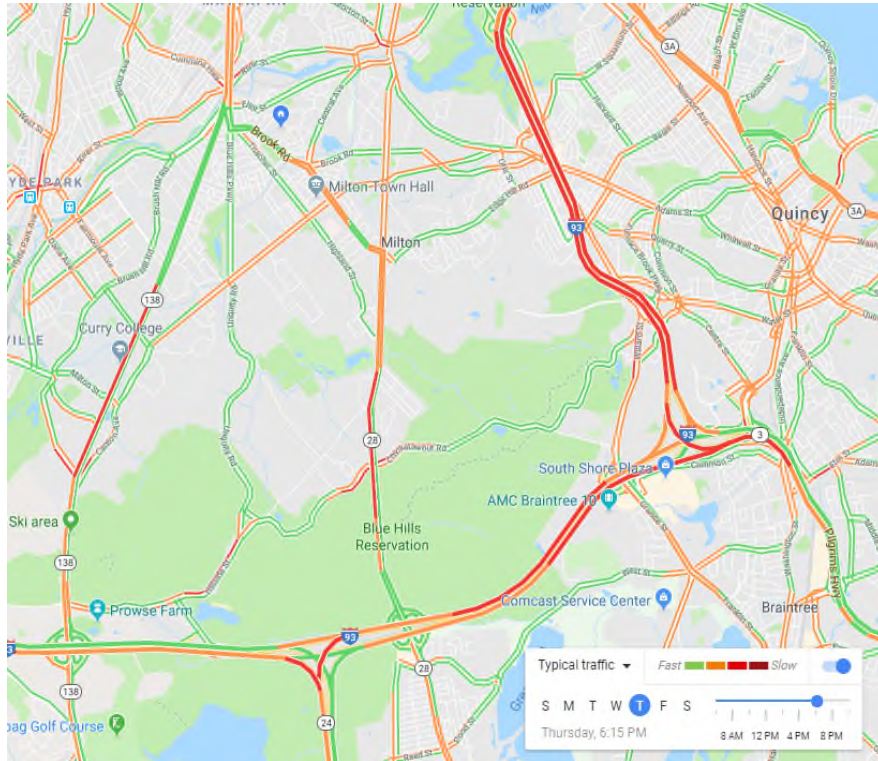
Thursday at 2:30PM



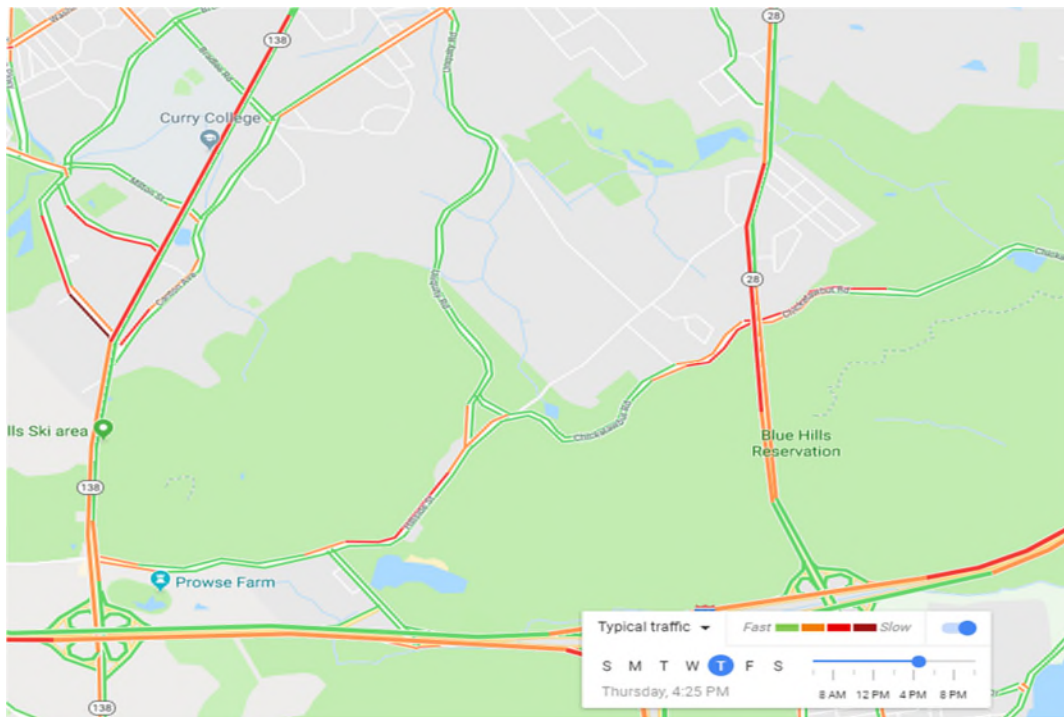
Thursday at 4:30PM



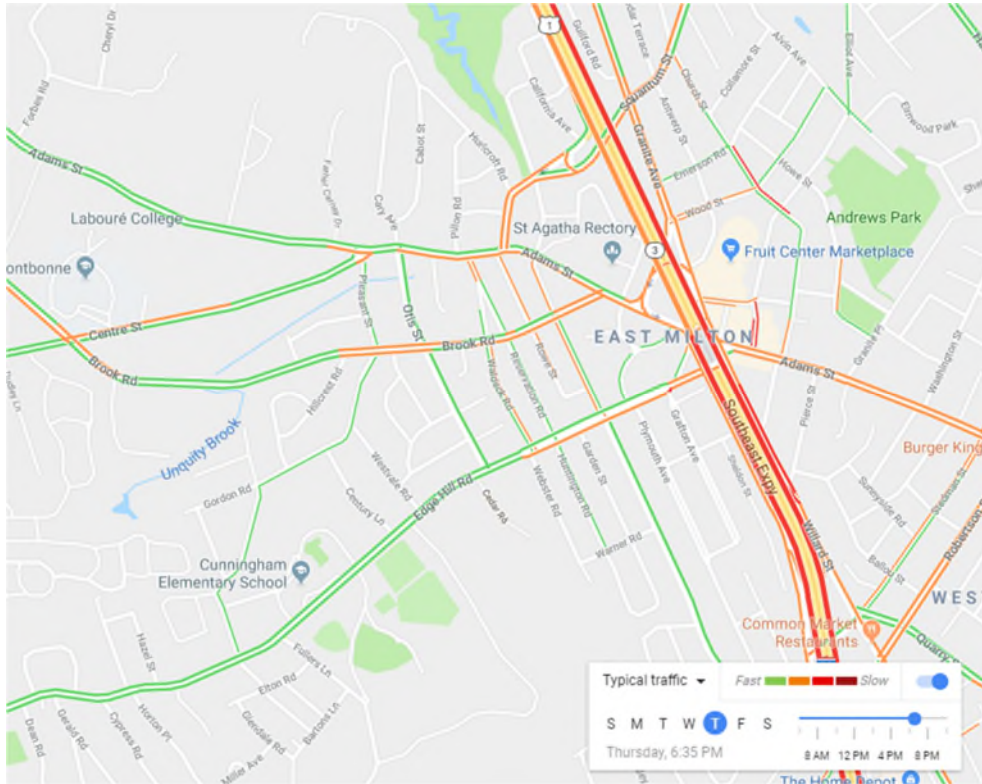
Thursday at 6:15PM:



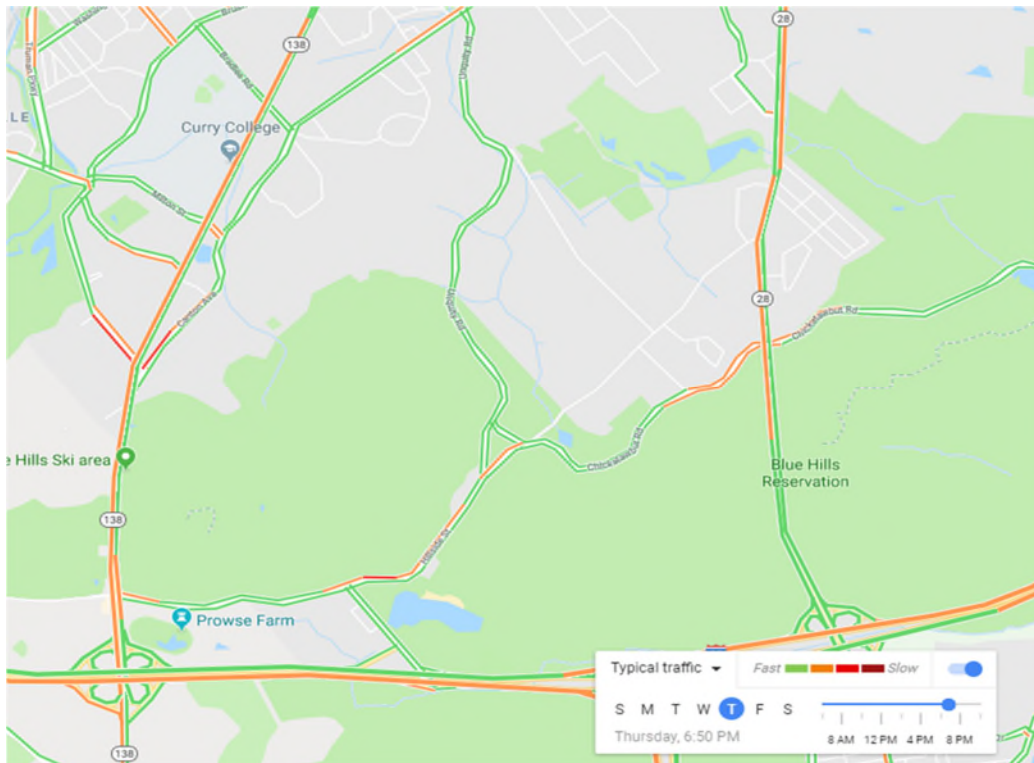
Thursday at 4:25PM



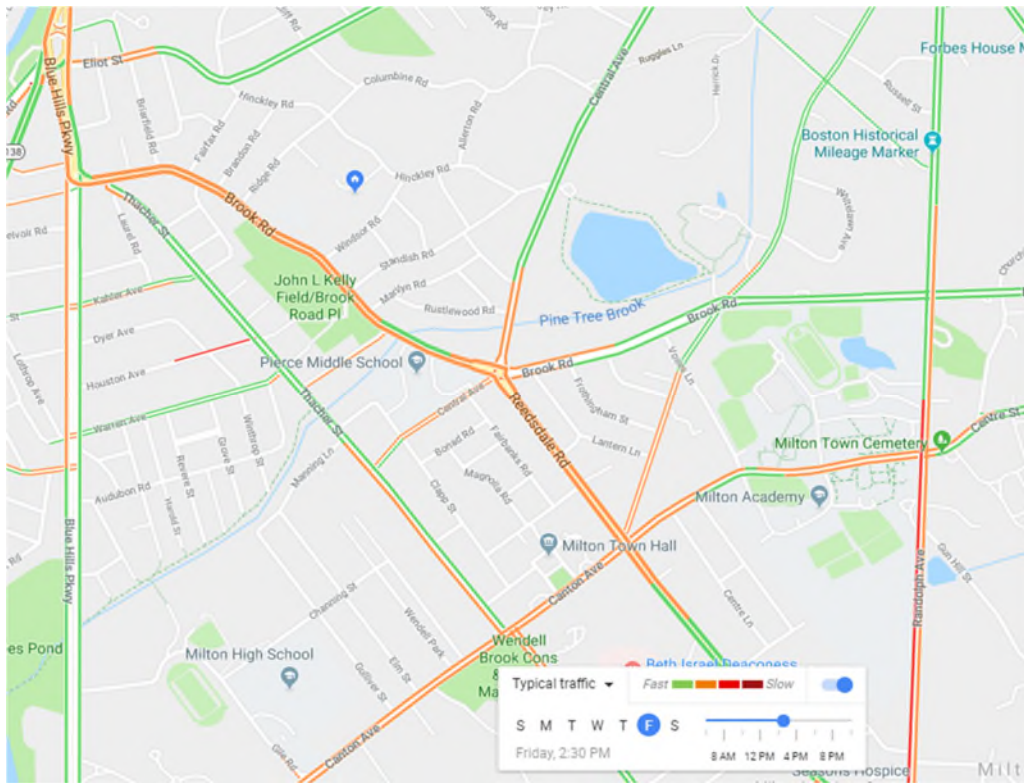
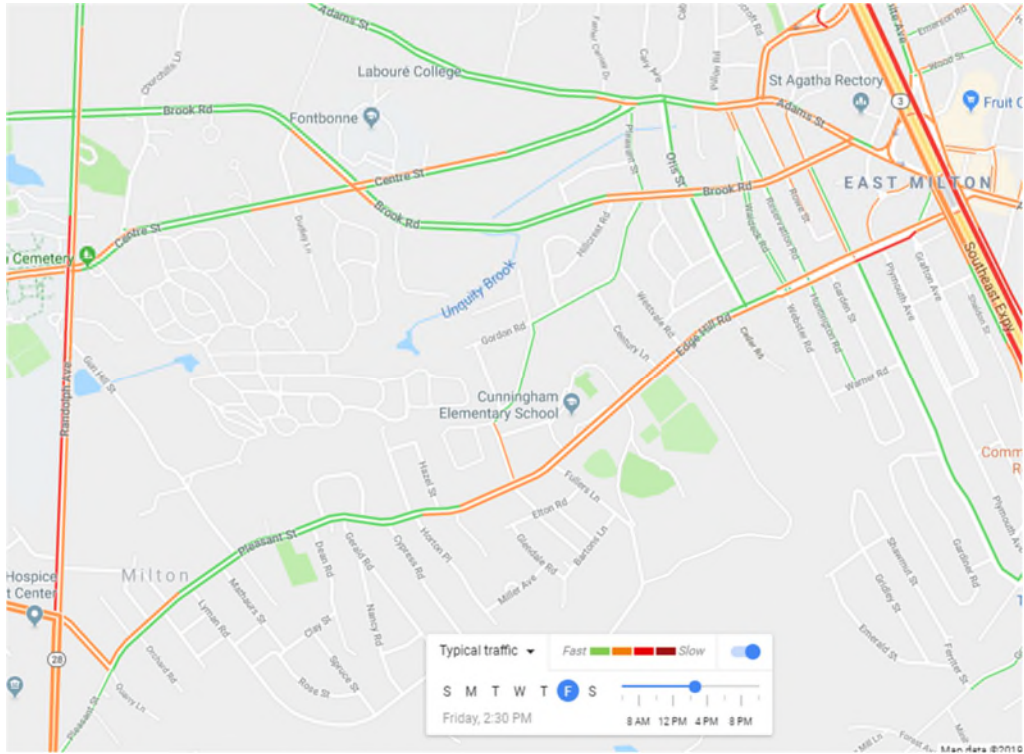
Thursday at 6:35PM



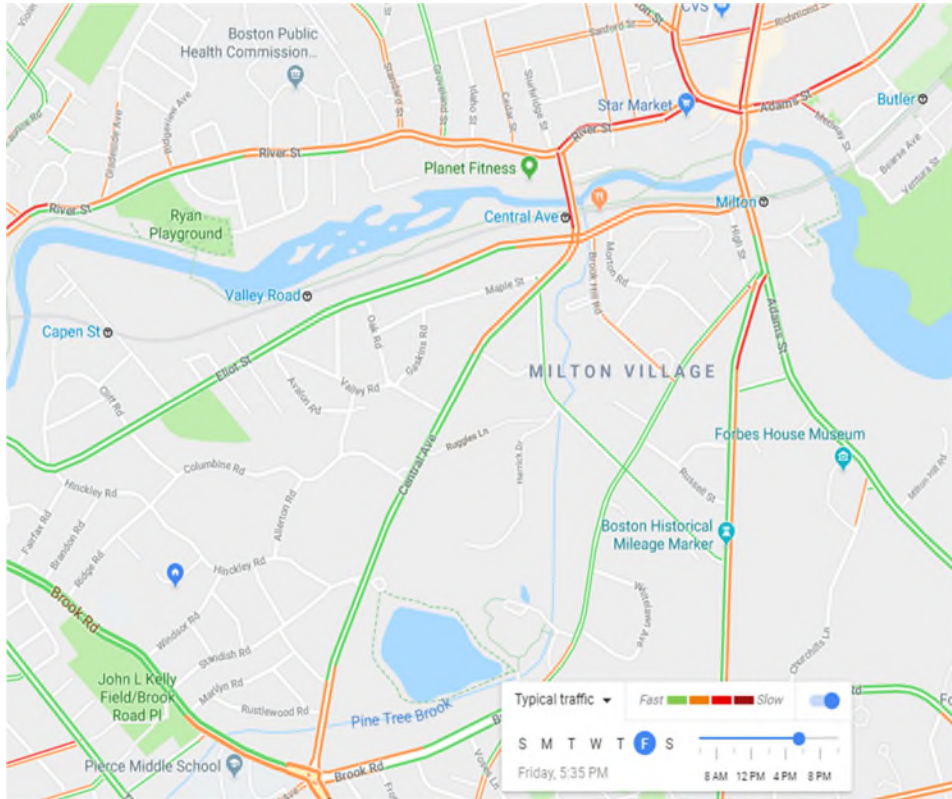
Thursday at 6:50PM



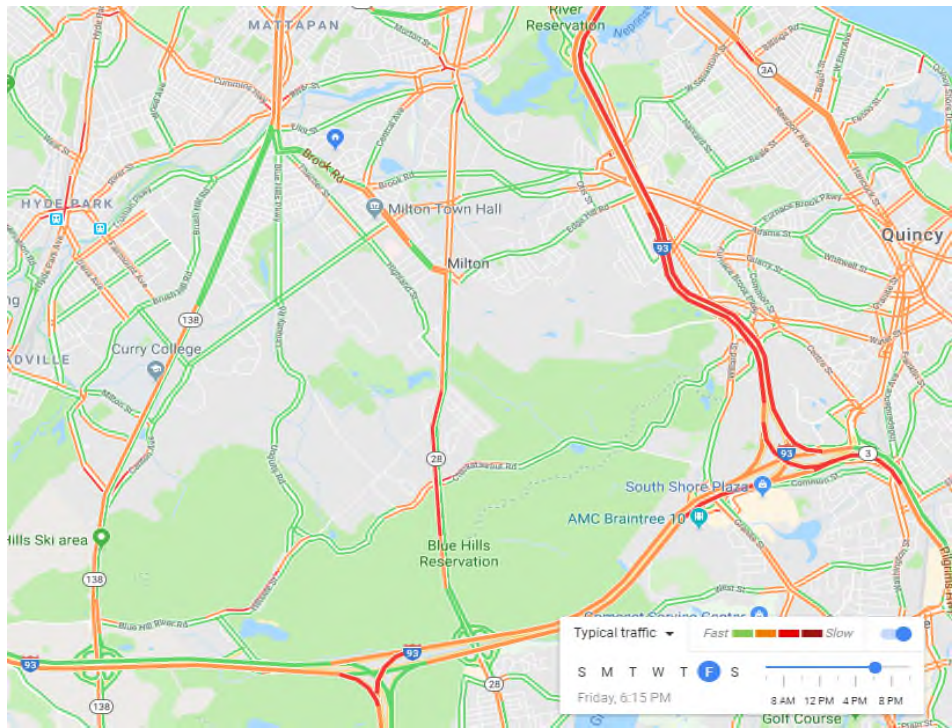
Friday at 2:30PM



Friday at 5:35PM:



Friday at 6:15PM



Saturday at 2:30PM:

