

Town of Milton Bicycle and Pedestrian Master Plan June 2022



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Summary of Introduction

The Metropolitan Area Planning Council (MAPC) is assisting the Town of Milton in advancing bicycle network and pedestrian prioritization planning with a focus on short-term, low-cost, and visionary solutions. This plan concentrates on allowing and encouraging more people in Milton to both be able to as well as make the choice to walk, bike, and roll for everyday and occasional trips. Examples of these trips may include accessing public transit such as the commuter rail and bus lines, getting to school or work, visiting local restaurants or businesses, attending worship, visiting local parks and playgrounds, and for general fun and fitness. By encouraging and providing opportunities for more sustainable, equitable transportation options, the Town can work towards larger goals of decreasing traffic, decreasing emissions, and increasing public health for residents and visitors. The primary goals of this effort are to:

1. Develop a culture where residents and employees choose to walk, bike, and roll to schools, retail areas, places of employment, and other points of interest and can do so safely and conveniently.
2. Develop a bicycle and pedestrian network plan connecting these Town-wide destinations and surrounding communities through safe, comfortable, and convenient routes.
3. Begin to institutionalize the implementation of pedestrian and bicycle accommodations at the local level as part of all roadway projects.
4. Reinforce the culture of walking and bicycling with initiatives to support infrastructure improvements.
5. Address and prioritize improvements in areas where people of color, low-income individuals, households with one or no vehicle, seniors, children and other disproportionately affected groups have felt the burden of poor or no infrastructure.

This report is organized into several sections. First, it provides a snapshot of Milton's attributes that set the stage for creating a pedestrian and bicycle friendly environment. Second, the bulk of this report concentrates on improving the comfort, safety, and desirability of bicycling in the Town. Much of the focus is on near-term solutions utilizing existing curb-to-curb space with minimal changes to on-street parking. In addition, the plan highlights several "bold" initiatives to help Milton achieve its goal of being a truly bicycle friendly Town. Complementing infrastructure investments are additional initiatives to continue to build upon the budding bicycling culture in the Town. Finally, the Plan provides a prioritization for investments in the pedestrian infrastructure, focusing on filling key gaps in the sidewalk network.

**Note: We use the term "rolling" multiple times throughout this planning document. By "rolling" we refer to other types of personal wheeled mobility besides bicycling, such as wheelchairs, walkers, strollers, scooters, mopeds, skateboards, and more.*

Overview of Previous Planning Efforts

This plan builds upon previous town planning efforts that identified the interests of many residents for safer streets in Milton. The Town's previous planning processes have highlighted many challenges and opportunities important to Milton residents.

Milton's Master Plan, approved by the planning board in June 2015, identifies two transportation objectives under the goal "Improve Transportation and Circulation." Those objectives include the following:

- Improve and maintain transportation facilities for all modes
- Improve getting around town for pedestrians, bicyclists and transit users

In 2018, the Town passed a Complete Streets policy and a Prioritization Plan, and both were approved by the Massachusetts Department of Transportation (MassDOT). This planning effort identified existing conditions and potential opportunities for all major roads and routes within the Town.^[1] It further identifies a network of on- and off-road connections and routes, including proposed bicycle and pedestrian accommodations, and how those accommodations may fit within the existing roadway width (i.e., allocation of the curb-to-curb space). Milton received funding for projects in 2019 and 2021 including:

- Milton Brook Walk (Part B: Lincoln Street Sidepath & Pierce SUP)
- Thatcher Street Corridor Improvements: Traffic Calming and Pedestrian Improvements
- Reedsdale Road @ Hospital: Pedestrian and Transit Improvements
- Brook Road/Central Ave/Reedsdale Intersection Improvements: Intersection improvements

In 2021, Milton completed a Local Rapid Recovery Plan (LRRP) in response to the COVID-19 pandemic. The plan focused on East Milton Square, an area with many local businesses and challenging travel patterns. The following recommendations include references to walking, biking, and rolling improvements:

- Improve Pedestrian Safety and Walkability
- Develop and Implement a Wayfinding Signage Program

^[1] Major roads were identified by examining the MassDOT functional roadway classification for the Town of Milton. Local roads were excluded from the analysis unless the Town identified them as an important connection.

LandLine Greenway Network

LandLine is MAPC's program to develop a connected active transportation network throughout Metro Boston. The goal of LandLine is to create continuous corridors for cycling and walking that are separated as much as possible from heavy and fast-moving traffic. The LandLine corridors are divided into Greenways (designed for both cycling and walking, with a firm stable surface) and Foot Trails (typically natural surface trails through conservation areas).

Within Milton, the existing and proposed LandLine Greenways are:

- **Neponset River Greenway** — The completed trail runs along the Neponset River on the border between the Mattapan and Dorchester neighborhoods of Boston and the Town of Milton. The trail is complete in Milton, though gaps remain in Boston. A spur trail from Paul's Bridge to the Blue Hills is being analyzed by DCR.
- **Mattapan to the Blue Hills** — Blue Hills Parkway and Unquity Road form this corridor connecting Boston to the Blue Hills. Though there are currently bike lanes, the plan proposes significant changes to create protected bike lanes on the entire corridor and improved conditions for pedestrians on Unquity Rd.
- **Milton Greenway** — MAPC is proposing a significant new east west greenway throughout the Town that connects several major schools, East Milton Square, and the Neponset Trail at both ends. Brook Road and Brush Hill Road form the spine for this corridor.
- **Cross Blue Hills** — This corridor runs through the heart of the Blue Hills from Quincy to Route 138 along Chickatawbut and Hillside Streets.

Further details of each corridor and specific recommended projects are described in the Key Recommendations Chapter.

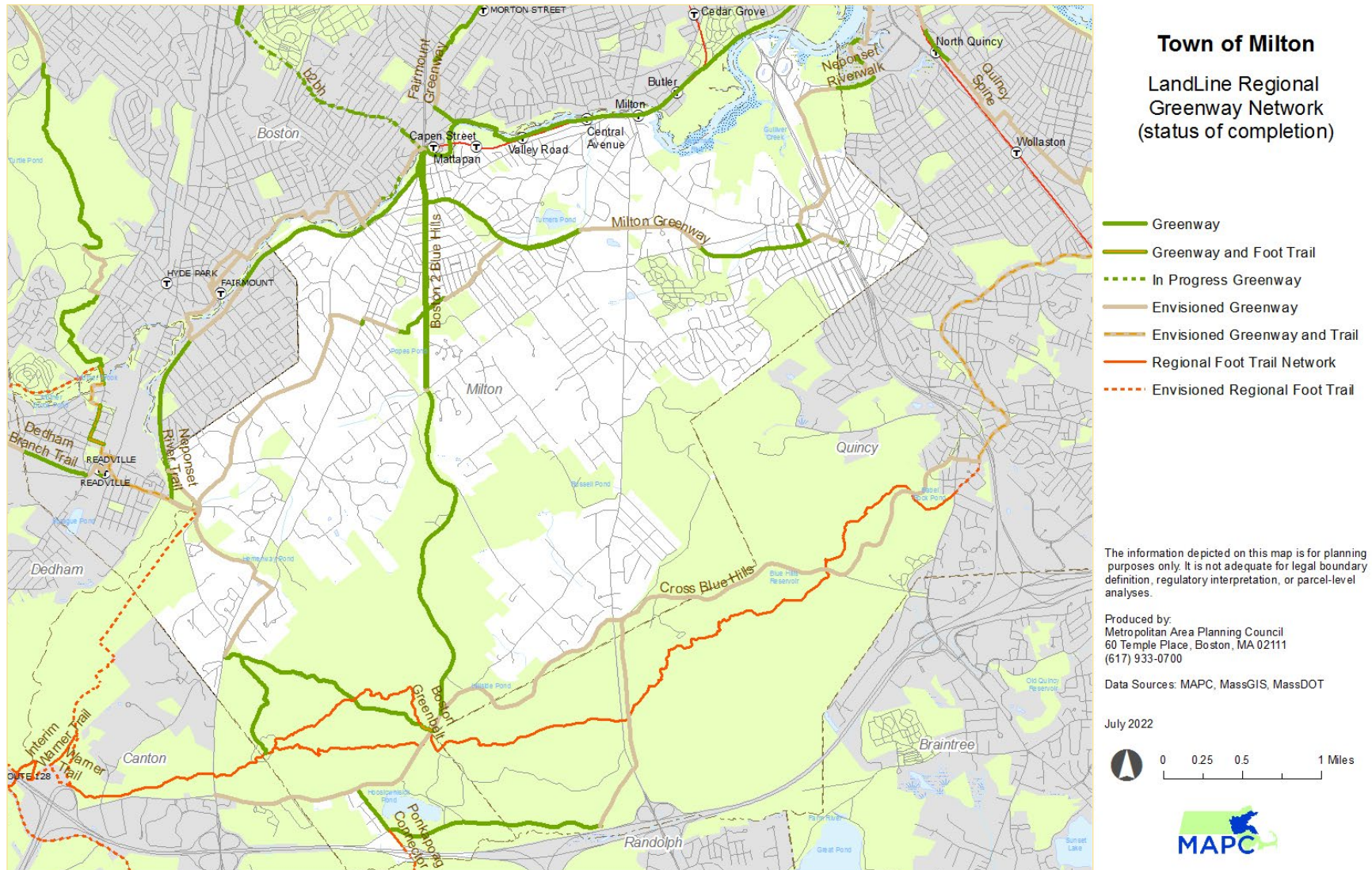


Figure 1

A photograph of a gravel path winding through a dense forest. The path is on the right side of the frame, leading into the distance. To the left of the path is a stream, partially obscured by lush green foliage and trees. The forest is filled with tall, thin trees and a thick canopy of green leaves. The lighting is bright, suggesting a sunny day.

Walking and Cycling in Milton Today

Community Character

The Town of Milton is a suburb of Boston just south of the city. Milton borders Boston's neighborhoods of Hyde Park, Mattapan, and Dorchester.

In 2019, data from the American Community Survey showed there were 13,793 Milton workers aged sixteen or older, and just under 5% of those workers walked to work on a regular basis compared to over 65% who drove alone.

| Travel Mode to Work | Number of People | Percent of Total Town Workers |
|--|------------------|-------------------------------|
| Car, Truck, or Van — drove alone | 9,020 | 65.4% |
| Car, Truck, or Van — carpooled | 1,281 | 9.3% |
| Public Transportation (excluding taxicab) | 1,742 | 12.6% |
| Walked | 673 | 4.9% |
| Other means | 345 | 2.5% |
| Worked from home | 732 | 5.3% |
| Mean travel to work time (minutes) | 33.9 | |

Source: [American Community Survey 2019](#)

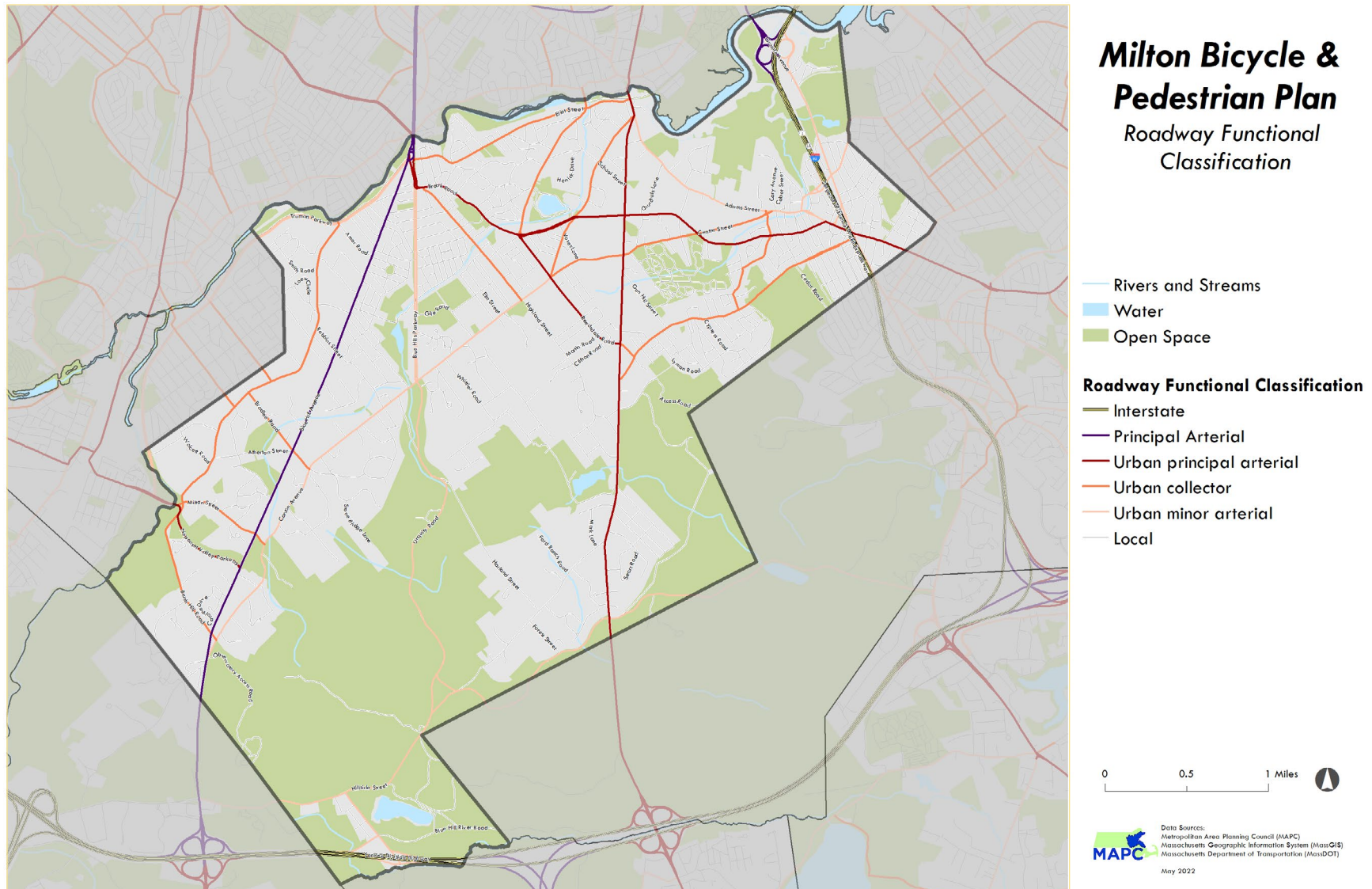


Figure 2

Committees

Several committees in the Town currently exist that are working, if not directly, to improve active transportation access to the Town's roads and trails.

- **Bicycle Advisory Committee** — This committee is charged with addressing the challenges and opportunities for the Town to improve biking in Milton.

In addition, the Town has multiple other relevant committees to this plan including the Commission on Disability, Council on Aging, Equity, Traffic Commission, and Justice for all Advisory Committee, Master Plan Implementation Committee, Open Space and Recreation Planning Committee, and numerous others that may have a stake in the implementation of this plan.

Walking Infrastructure

Milton has an extensive network of sidewalks and walking paths within the town's borders. Many local neighborhood streets have sidewalks on both sides, while many of the more major streets and connectors have a sidewalk on only one side or no sidewalk at all. Safe, accessible walking connections to key destinations, such as schools, economic centers, and recreation spaces often lack a complete network to get between these important destinations.

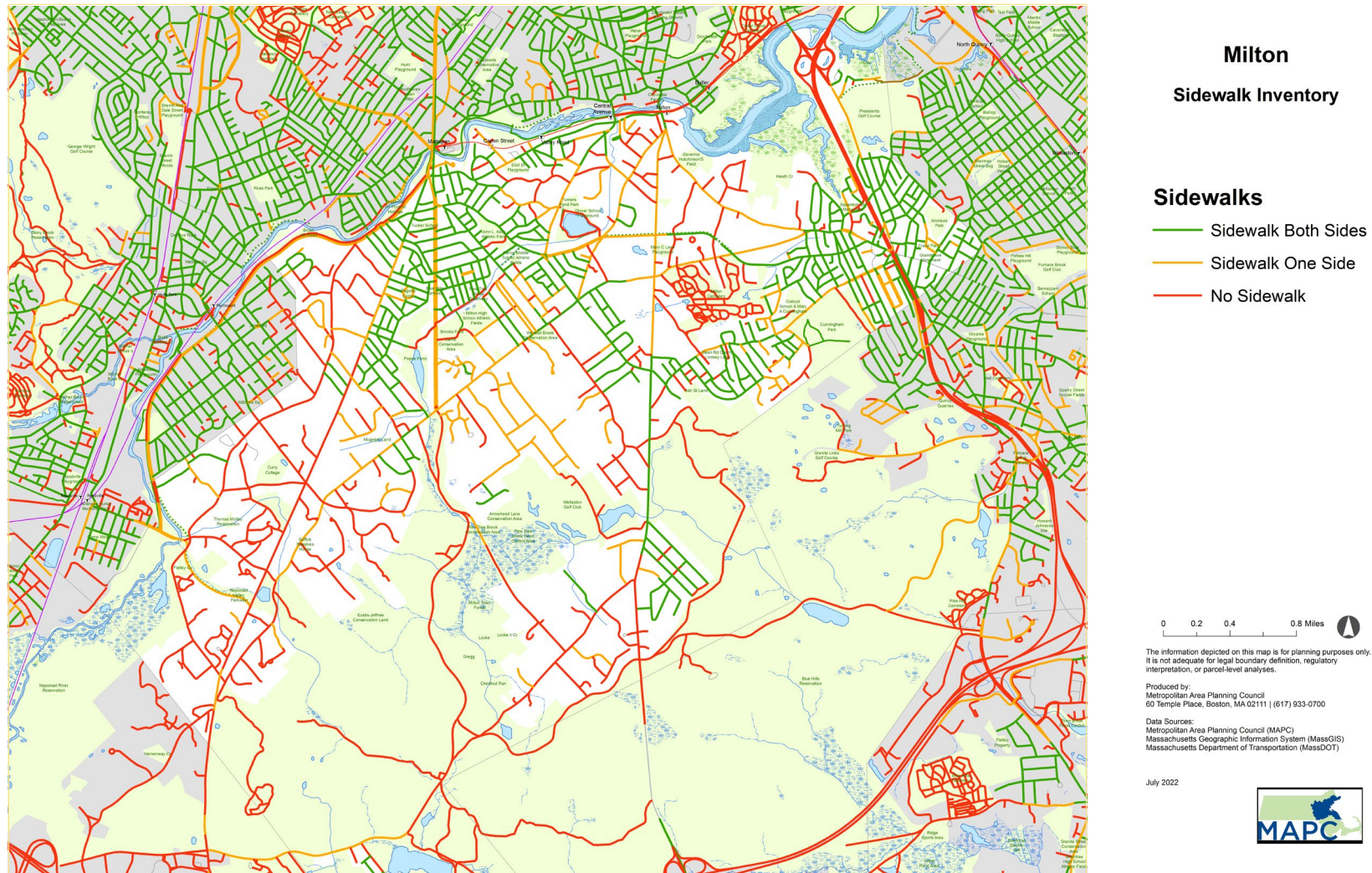


Figure 3

Bicycle Infrastructure

Milton's current bike infrastructure includes painted bike lanes on a few streets. The Town recently installed a painted bike lane on Brook Road as a pilot project, and has painted lanes on Blue Hills Parkway, Uniquity Road, Edge Hill Road, Pleasant Street, and a few small connector roads. Although Route 138 doesn't have designated bike lanes, it has wide shoulders which bicyclists use as a connection to the Blue Hills and other desired locations. Milton also borders the Neponset River Trail, a significant transportation and recreation resource for the area and a connection to Boston.



Figure 4

Complete Streets Policy

Complete streets refer to roadways that are designed to be safe, comfortable, and accessible for all users of the roadway — including pedestrians, bicyclists, motorists, and bus riders — regardless of age, ability or income level.

In April 2018, the Town adopted a complete streets policy. The full Complete Streets Policy can be found in Appendix 2 of this plan. To summarize, the “The Town of Milton’s Complete Streets policy will focus on developing a connected and integrated transportation network that provides options serving all users with a focus on accessing destinations. The Town acknowledges the importance of a connected network. Complete Streets will be integrated into policies planning, design, operation and maintenance of all types of public and private projects.”

Since the policy was approved, the Town has advanced multiple complete streets projects. Brook Road, an east-west connector in North Milton, was one of the primary recommendations in the Town’s Prioritization Plan and received funding in 2019 from MassDOT’s Complete Streets Program. Two other projects including the Thatcher Street Corridor and Reedsdale Road also received funding in 2019. An application was submitted to MassDOT for the Brook Road/Central Avenue/Reedsdale intersection in 2021 and funding was made available — design has been completed and construction is scheduled to be completed before the end of December 2022.

In addition to the MassDOT Complete Streets funding, Milton applied for funds through MassDOT’s Shared Streets and Spaces program in 2022 for sidewalks on Adams Street. The Town also applied for a grant from MassTrails.

This bicycle and pedestrian plan report is intended to provide specific recommendations to assist with planning and implementation of the complete streets policy.

Safe Routes to School

The Massachusetts Safe Routes to School (SRTS) Program is a free, federally funded program administered by the Massachusetts Department of Transportation (MassDOT) that works to increase safe biking and walking among elementary and middle school students through education, encouragement, engagement, evaluation, engineering, and equity. Some of the benefits the program can provide include:

- Increase safety for students walking and rolling in their community
- Help students stay active and build independence
- Boost attendance and reduce tardiness
- Decrease traffic congestion and improve air quality

In Milton, the Milton Schools Traffic and Transportation Sub-Committee is a SRTS alliance partner. There are five Milton schools currently partnering with the SRTS program including Collicot Elementary, Cunningham Elementary, Glover Elementary, Pierce Middle, and Tucker Elementary schools.

In 2013, Milton applied for and received a SRTS grant from MassDOT to improve walking and biking conditions for students at Glover Elementary School.

Learn more about the services SRTS provides to schools and communities [here](#).

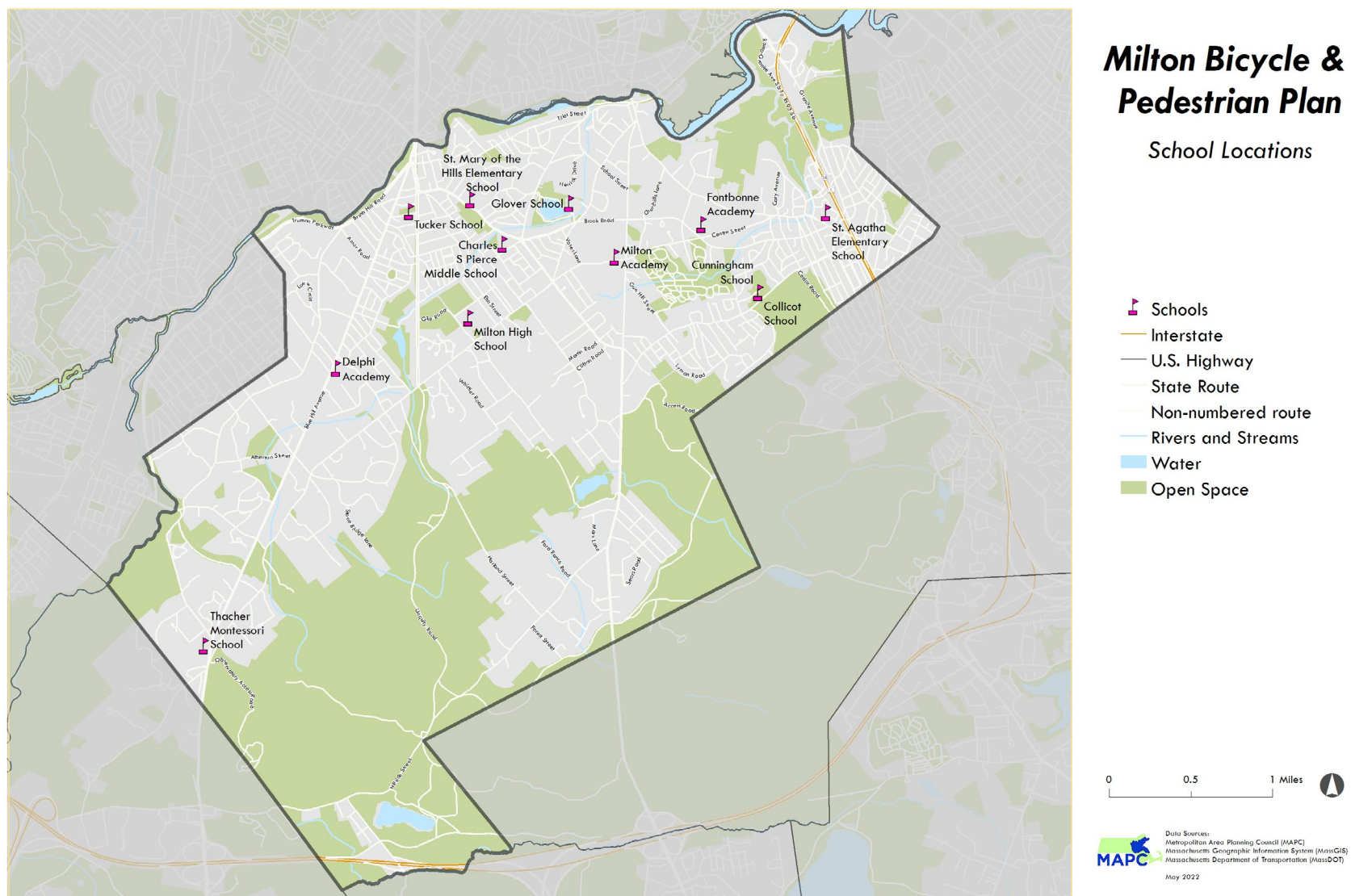


Figure 5

Vehicle Crashes

Overall, vehicle crashes in Milton have been concentrated on a few main roads. These roads include Route 138, Route 28, I-93 and Centre Street to Canton Avenue. Not surprisingly, these

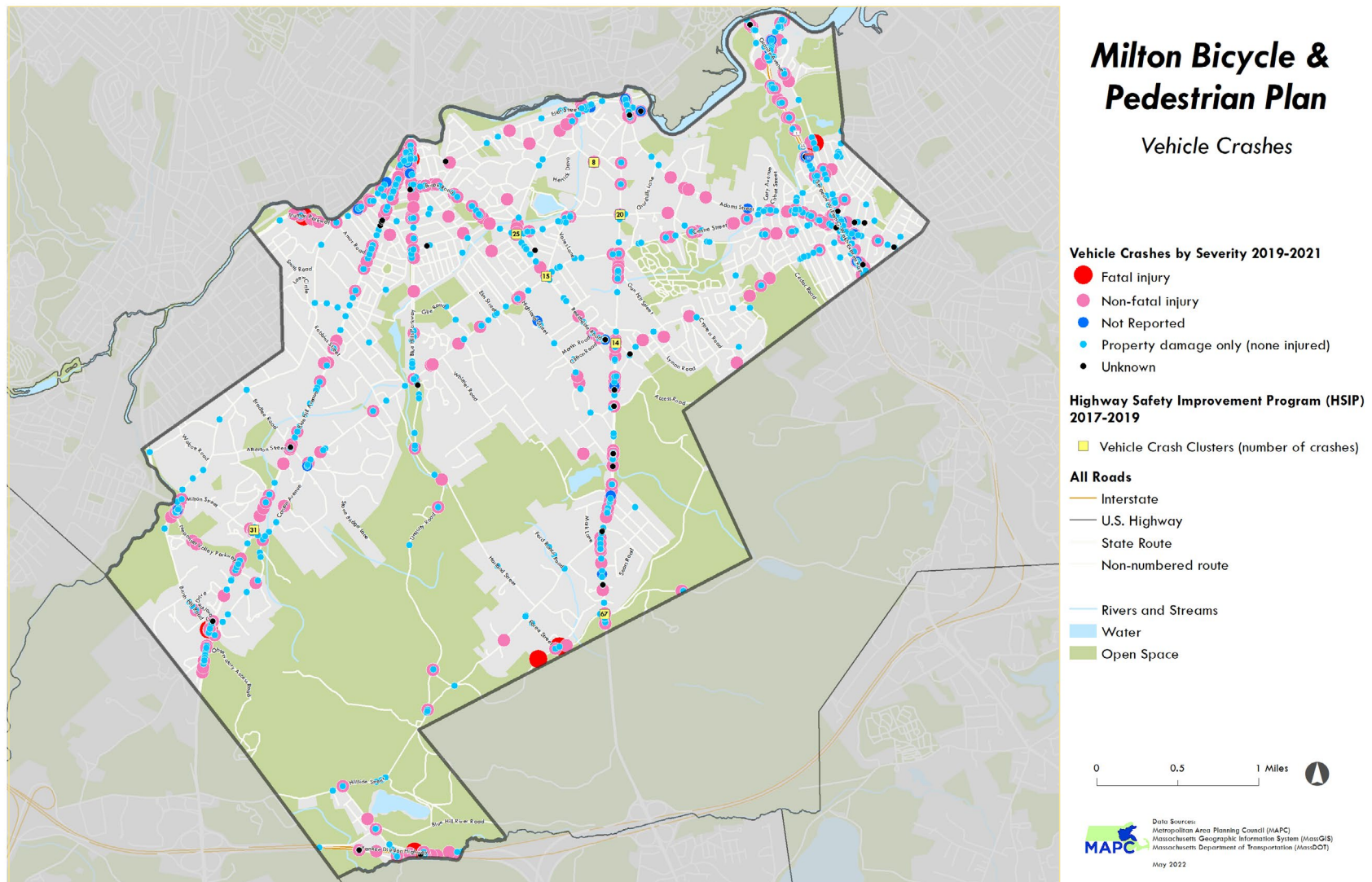


Figure 6

Bicycle and Pedestrian Crashes

Crashes involving people biking, walking and rolling generally cluster in the more northern area of town on busy roads. State-numbered roads, multi-lane roads, and major connectors across town have the highest rates of crashes for pedestrians and bicyclists.

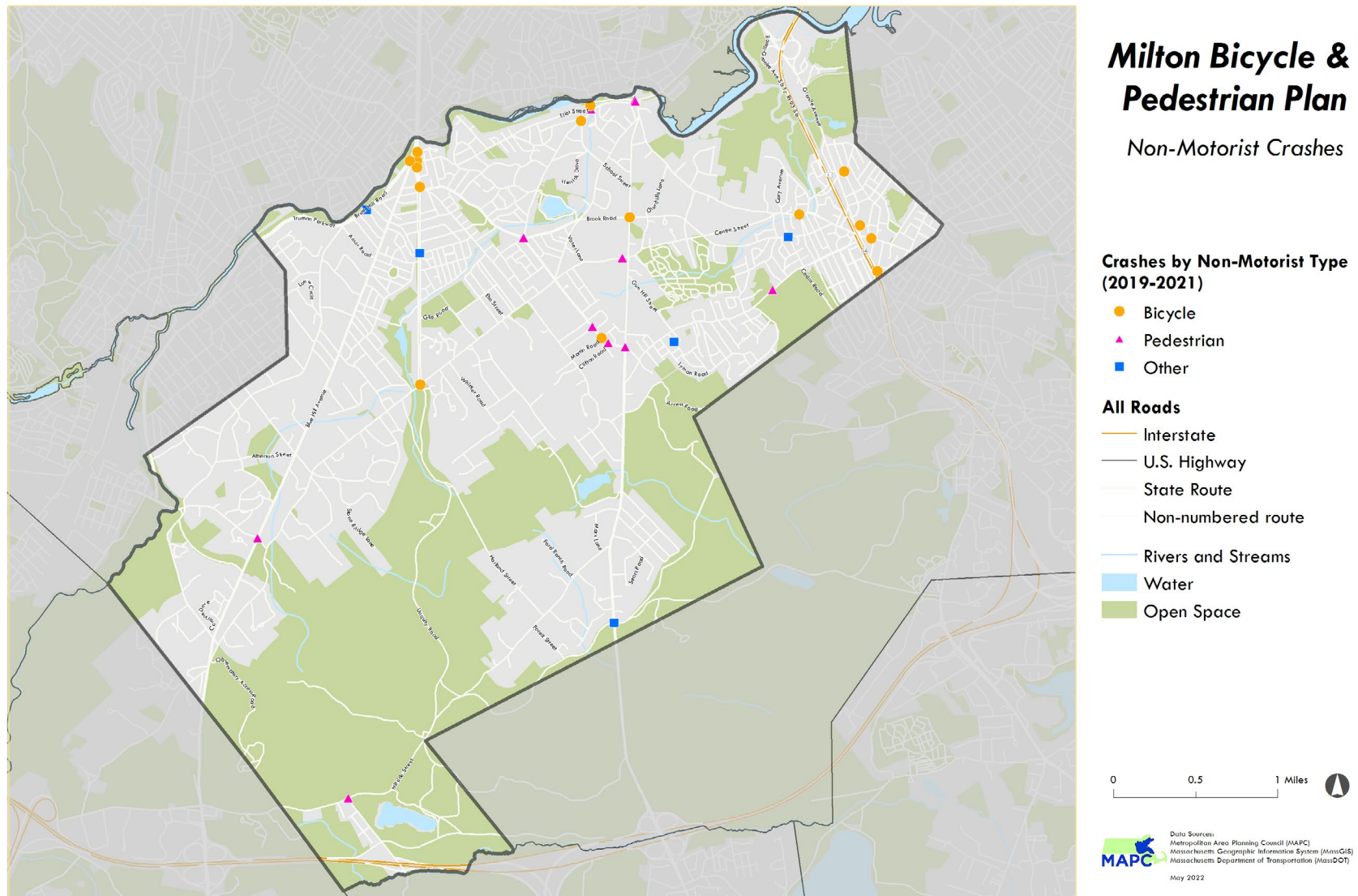


Figure 7

Connections to Transit

Bike, walk, and roll connections to key destinations, such as transit are important for a successful network. On the north side of Milton, the Neponset trail runs along the Mattapan Trolley line, connecting residents in northern Milton to Boston's southern neighborhoods of Dorchester and Mattapan, as well as connections to the Red Line. Outside of the Mattapan Trolley, few walk, bike, and roll connections to transit exist in Milton.

In addition to safe bike routes to transit stations and bus stops, bike parking is another crucial piece of infrastructure for people to connect to transit by bike. According to the [MBTA's website](#), 95% of MBTA subway stations have regular bike racks. Some stations, such as the Red Line's North Quincy Station in Quincy, also have covered bike racks.

The MBTA has Pedal and Park facilities at certain subway, bus, and commuter rail stations throughout the region. Pedal and Park facilities are secure, enclosed parking areas for 50-150 bikes. Pedal and Parks have surveillance cameras and controlled door access, and they're free to use for CharlieCard holders once their cards are registered. There are three Red Line stations close to Milton that have Pedal and Park facilities.

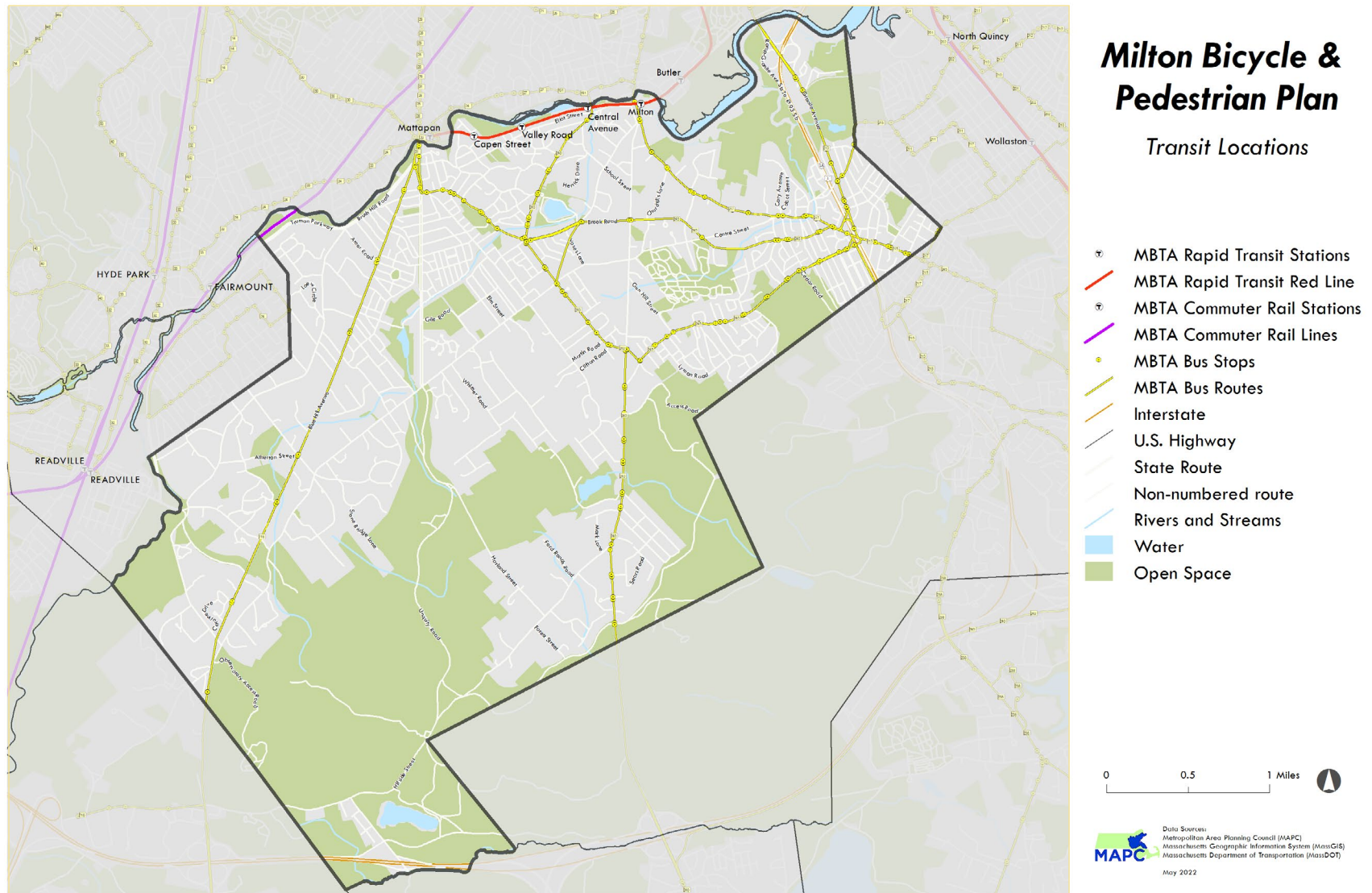


Figure 8

Bike share and other future micromobility

Greater Boston's regional bike share system, called Bluebikes, currently operates in eleven municipalities with the most substantial portion of the system and its ridership in Boston and Cambridge. Bluebikes is a public bike share system in which all the individual municipalities own the bikes, docks and other equipment associated with the system. The operator, Lyft Bikes and Scooters, manages the day-to-day operations of the system including rebalancing, maintenance, marketing, and more.

Bike share works best in dense, urban environments with proximity to nearby stations. The closest stations to Milton are in Boston's southern neighborhoods of Mattapan and Hyde Park. A minimum of five stations is recommended for a network to function well within a municipality, and for those stations to be within 0.75 miles of nearby stations. Station locations that may work well in Milton include Mattapan Trolley MBTA stations, economic centers such as East Milton Square, dense residential areas, and job centers.

For more information, municipal staff should contact MAPC to discuss process and costs.

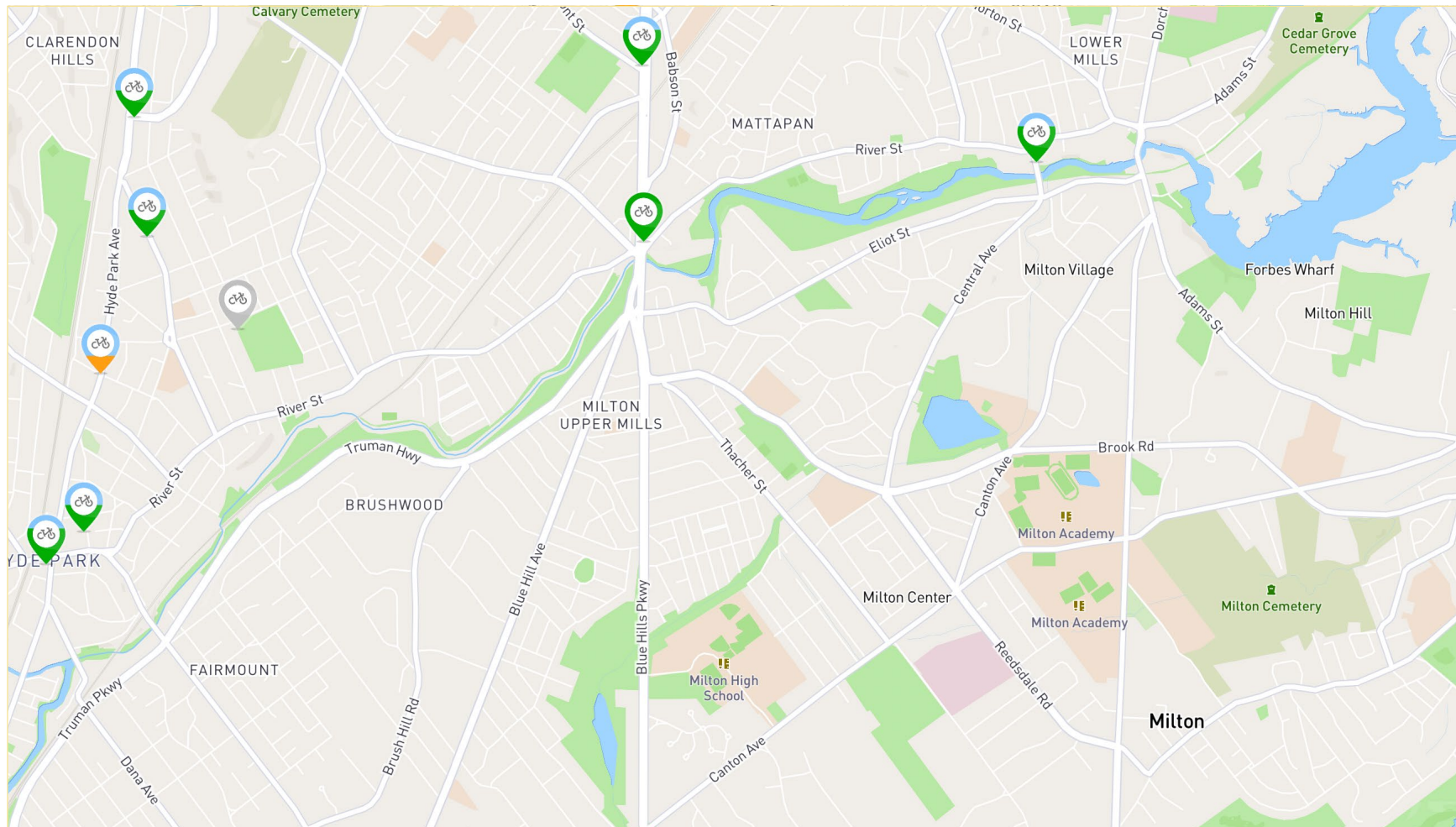


Figure 9. Map of BlueBikes Stations, October 2022

Community Survey

MAPC, in partnership with the Town of Milton, created a community survey to understand more about bike, walk, and roll challenges and opportunities in the Town. The survey was live for five months and collected over 500 responses from residents of Milton, as well as those who travel into and through the Town.

The results show that:

- Lack of and poorly maintained infrastructure is the top barrier for people to walk, bike, and roll in Milton, followed by driver behavior
- The top identified uses of Milton's current and future trails include (1) walking alone or with others, (2) cycling for recreation or transportation, and (3) exploring nature
- The experience for people with disabilities, seniors, and children is especially challenging
- There are many locations, especially at intersections, where walking, biking, and rolling are not only uncomfortable, but dangerous
- Maintenance of roadways, sidewalks and greenery would ensure better access to existing infrastructure

A full summary of responses can be found in Appendix 3.

Public Master Plan Forum

In April 2022, MAPC and the Town held a public forum for the Bicycle and Pedestrian Master Plan with members of the public. Over 100 people registered for the meeting and approximately 40 people attended. The largest concern voiced indicated that roadway safety was a consistent barrier and challenge for more people to walk, bike, and roll in Milton. Other comments included:

- Reduce speed limits, especially on high-speed roadways
- Prioritize safety improvements around schools
- Increase safe walk, bike and roll connections between schools and nearby neighborhoods to allow more students to commute via active modes
- Removing parking is controversial, but necessary for many improvements
- Connectivity between desired destinations such as commercial centers, transit stops, and recreation areas is lacking
- Maintenance needs to improve for existing infrastructure
- Desire to see implementation of changes rather than just planning studies



Key Components and Recommendations

MAPC is introducing the following project recommendations to improve, expand, and celebrate safe walking, biking, and rolling in Milton. These recommendations are not a full list of every bike lane or every sidewalk need in Town. However below are identified key corridors for creating a connected network and the projects recommended within those corridors. Map of the significant proposed projects can be found on figure 13.

Identified through MAPCs LandLine Greenway Network program, four key proposed regional greenways pass through Milton as noted earlier. The projects recommended along the greenway corridor, when complete, will create a continuous corridor separated from traffic for all users (except on residential streets). Signage to identify and provide wayfinding for these corridors is under development and will be rolled out at a later date.

Milton Greenway

The proposed Milton Greenway extends from Quincy and East Milton Square to the east and Readville to the west. The Greenway directly connects three public schools, Milton Academy, Curry College, Turner Park, the Neponset River and Quincy, and to Readville and the commuter rail station beyond. The segments are listed below from east to west. Solutions vary by segment and include shared use paths, shared streets and protected bike lanes and sidewalks. The proposed greenway is largely on roadways and parks within Town control. The exceptions are Granite Avenue and a portion of Squantum Street that are MassDOT roadways. The greenways also crosses DCRs Blue Hills Parkway.

From the Quincy border, the greenway would follow the abandoned rail bed to Granite Avenue. Then Granite to Squantum St. from Squantum Street through residential streets (shared street) to Brook Road. From there along Pine Tree Brook to Route 138. Then along Brush Hill road to Readville.

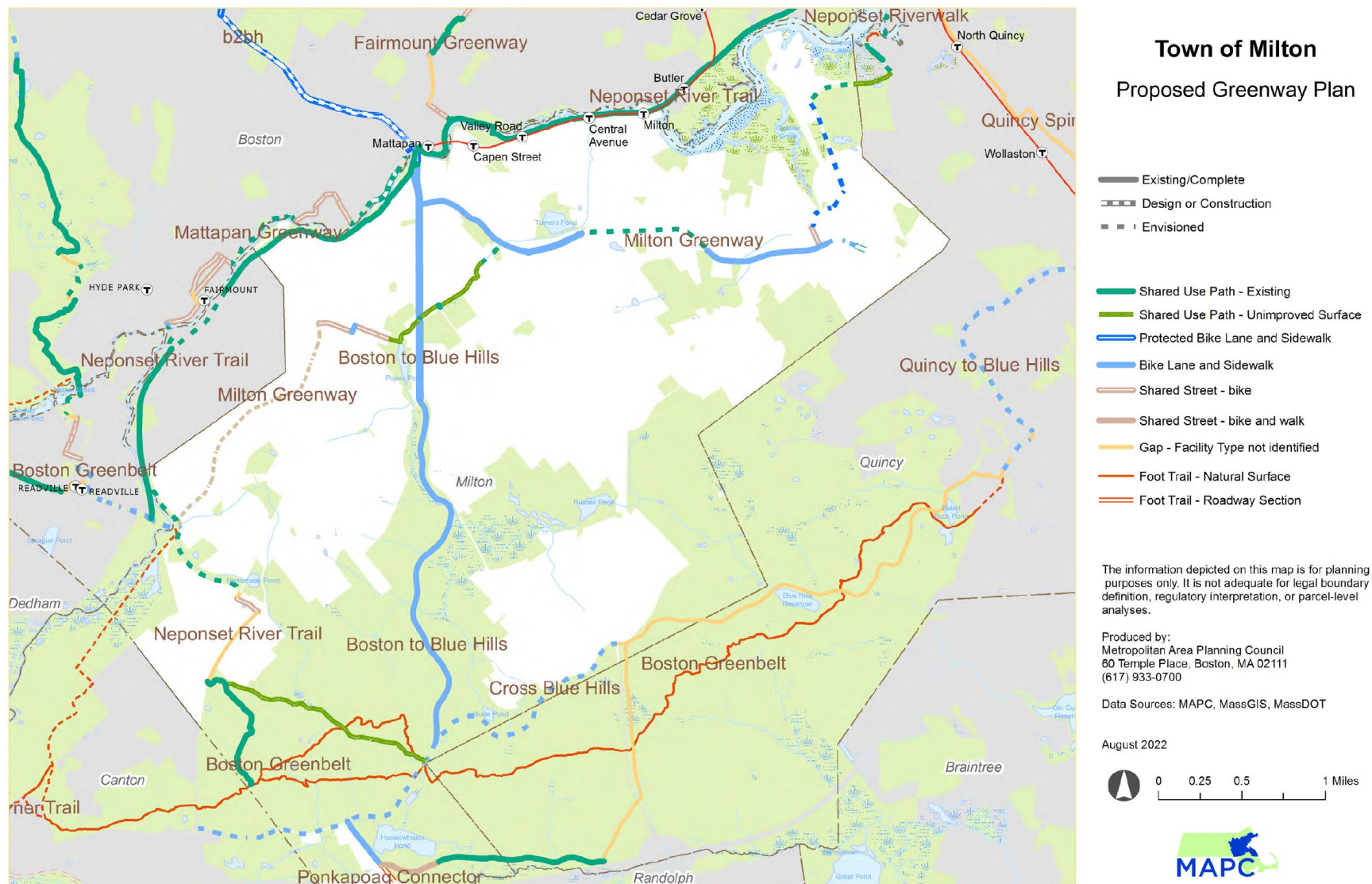


Figure 10

Rail Corridor

The abandoned rail corridor to the east of Granite Avenue and running along the north side of the Presidents Golf Course is proposed for a rail trail connecting into Quincy. This would have to be a joint project between the towns.

Granite Avenue

This roadway provides access to I-93 yet also is a significant barrier to cross given its four lane configuration. A road diet is recommended to improve conditions for all users.

- Implement a road diet from 4 lanes to 3 lanes and bicycle accommodation
- Consider a widened sidewalk/shared use path on one side of the road connection the rail trail potential with Squantum Street

Squantum St

The street is wide enough to create protected bike lanes, or at minimum conventional bike lanes.

- Install protected bike lanes on Squantum Street between Granite Avenue and Adams Street

Brook Rd

A pilot project in the last two years has reduced the number of travel lanes and provided bike lanes and parking. However, lane markings and where to park are perhaps not functioning as clear as could be. Therefore we recommend a mix of shared use paths and protected bike lanes.

- Widen the sidewalk on the north side to a shared use path between Centre Street and Canton Avenue
- Install protected bike lanes on the other portions of Brook Road between Centre Street and Adams Street and between Canton Avenue and Blue Hills Parkway

Pine Tree Brook

There is a rough path along parts of both sides of Pine Tree Brook between Thatcher Street and Popes pond. There is also potential to extend the path to Brook Road along public and school right-of-way.

- Conduct a feasibility study to create an accessible shared use path along Pine Tree Brook between Brook Road and Popes Pond. The study would identify options on both sides of the Brook in some locations, though constrained in others

Brush Hill Road

The context of this road is relatively low traffic, lots of trees, and primarily single family residential. There are no sidewalks or bike lanes. This is the perfect candidate for a shared street, where the roadway is designed to prioritize walking and cycling. Current the roadway is prioritized for driving with the existing center line, and lack of accommodation for other users.

- Transform the roadway into a shared street by considering tools such as speed management, dashed shoulders, and removal of the center line

Neponset River Greenway

This greenway follows the Neponset River and is complete in Milton. No projects are currently recommended. There are some gaps in Boston.

- Continue to advocate for completion of the Neponset River Greenway in Boston including gaps along Truman Parkway and connecting to Readville Station.

Mattapan to the Blue Hills

This greenway provides the most direct route between Boston and the Blue Hills and is entirely within DCR right-of-way along Blue Hills Parkway and Unquity Road.

Blue Hills Parkway, Route 138, and Truman Parkway Intersection

There are a number of crashes at this intersection, including a recent cyclist death where three high traffic roadways come together.

- An engineering feasibility study is recommended to identify ways to simplify and improve safety
- Consider replacing with a modern roundabout with shared use paths around the edge

Blue Hills Parkway

The Parkway currently has bike lanes in both directions, though are not separated from traffic or vehicle doors. With an excess northbound lane and a planted median, there is ample room to create a two way shared use path adjacent to the median where one of the north bound lanes currently exists.

- Develop a feasibility study to look into several options for providing a protected bike lane or shared use path in the median of the roadway.

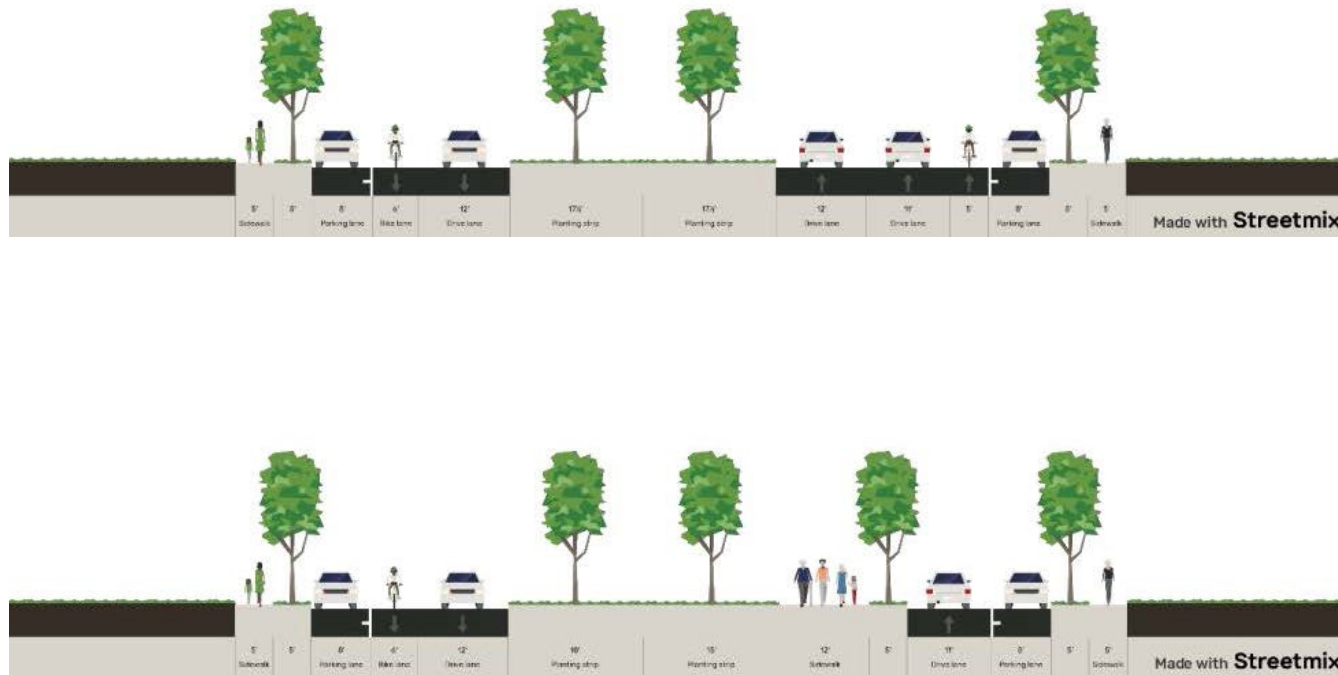


Figure 11. Blue Hills Pkwy, current layout (top) and a possible reconfiguration option (bottom)

Uniquity Road

This road is relatively narrow and winding with 3-4 foot bike lanes and no pedestrian accommodation. Provision of a separate shared use path or sidewalk alongside the road is challenging in several locations due to topography or wetlands adjacent.

- Recommend that a feasibility study look into the option of a shared use path and identifying where this option is possible or not along the length of the road.
- Consider converting Unquity Road and perhaps Harland Street into one way streets, to provide space on the other half to accommodate two way bicycle and pedestrian traffic. This can be initiated as a pilot project with pavement markings and flex posts.

Cross Blue Hills

This greenway crosses from one end of the Blue Hills Reservation to the other along Chickatawbut Rd, Hillside St, and Royal St. With park views and expansive green spaces, this corridor is attractive to many users, as it provides through access for cyclists and access to hiking throughout the park.

- Widen Chickatawbut to allow for 4-5 foot bike lanes east of Route 28
- Stripe bike lanes on Chickatawbut west of Route 28 and along Hillside Street to Route 138.
- Consider one way travel on these roads to facilitate separation of cyclists and pedestrians from motor vehicle traffic

Other Key Roadways

Central Ave

Currently there are striped bike lanes and a substandard parking lane on Central Avenue between Brook Road and Eliot St. Given the ample width on the roadway and a key connection between the river and the heart of Milton, it's recommended to add protected bike lanes to the roadway. A parking lane can be maintained on one side of the street for at least part of the length.

- Add protected bike lanes adjacent to the curb separated by a flex post buffer from the travel lane and parking

Reedsdale Road (Route 28)

Route 28 is a four lane roadway through the heart of Milton. Four lane roadways provide significant barriers for pedestrians and cyclists. It's recommended to implement a road diet to improve safety for pedestrians, encourage slower traffic, and provide bike lanes.

- Convert the four lane roadway to a three lane road with bike lanes.

Canton Avenue at Route 138

Drivers turn right onto Canton Ave with significant speed due to the road geometry at the intersection. While Route 138 is a state roadway with a speed limit of 45 mph, Canton Avenue is a neighborhood arterial street with a speed limit of 30 mph. It is recommended to change the geometry of the intersection to introduce turning speeds onto Canton Avenue.

- Realign the intersection to require vehicles to make a sharper right turn at slower speeds onto Canton Avenue.
- Add sidewalks to Canton Avenue (narrow the one way section of the street) for the length of the section that currently lacks sidewalk access.

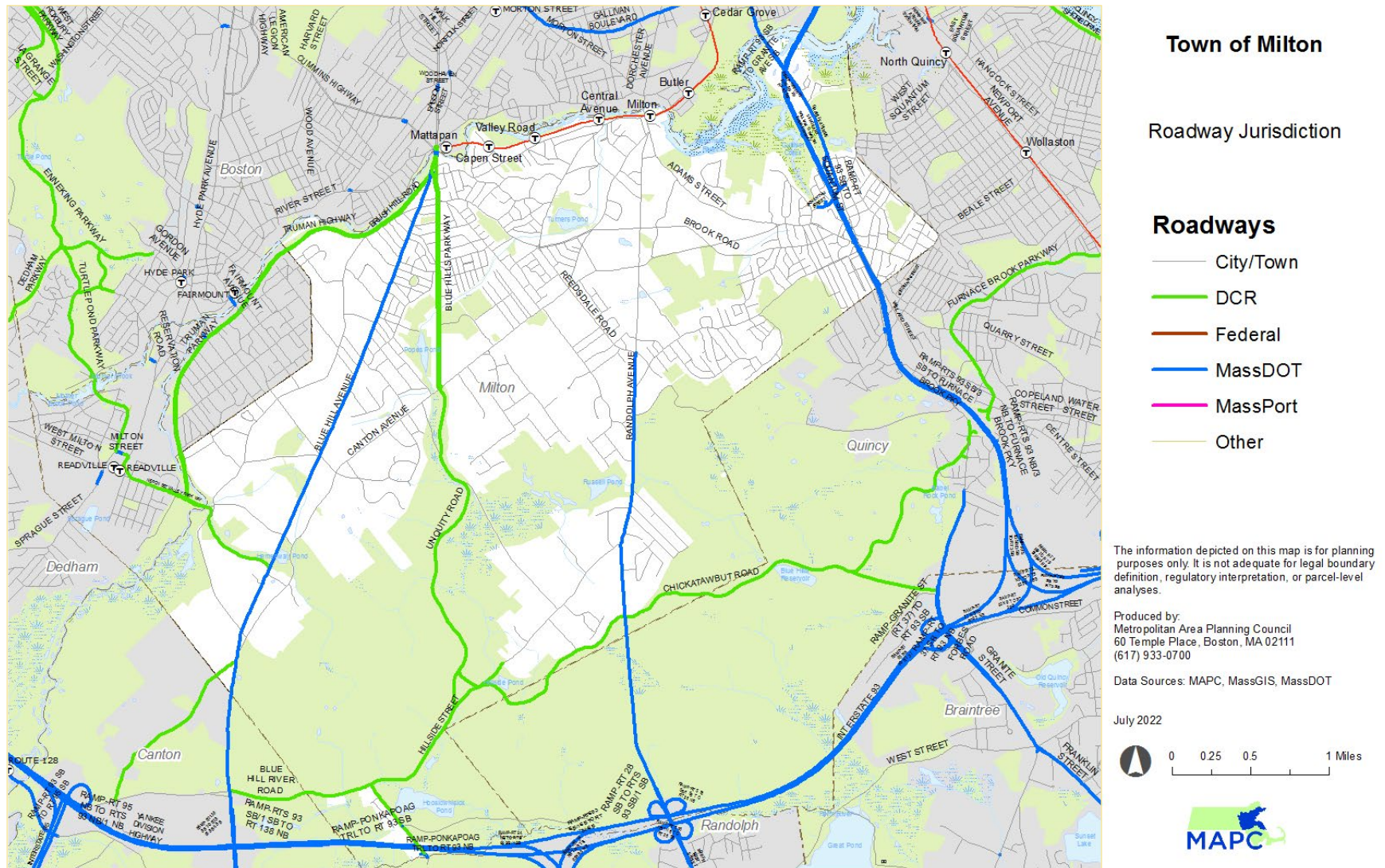


Figure 12

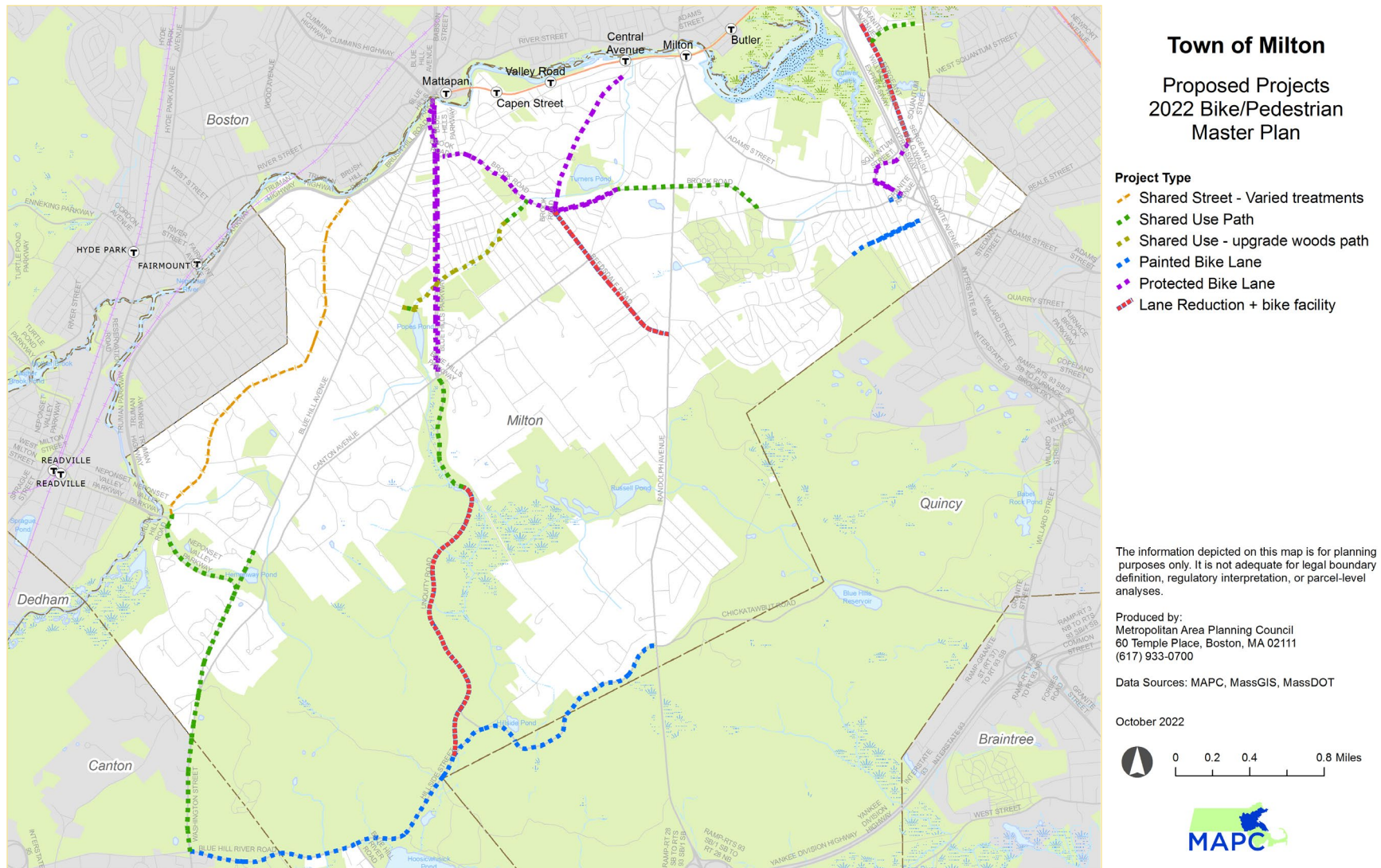


Figure 13

Town of Milton Bike and Pedestrian Plan Goals and Resources

| Goal | Timeline | Funding | Resources | Examples |
|--|-----------------------------|--|---|---|
| <p><u>Safe Routes to School</u></p> <p>Work with MassDOT's Safe Routes to School Program to ensure safe, enjoyable, convenient options for children and families to get to and from Milton's schools.</p> | Short-term (Fall 2022) | MassDOT's Safe Routes to School Program provides free technical assistance to K-8 schools in Massachusetts; MassDOT's Safe Routes to School <u>Signs and Lines Grant Program</u> | Visit Massachusetts's <u>Safe Routes to School Program</u> webpage Milton SRTS Coordinator: <u>Vivian Ortiz</u> | Lexington's <u>Safe Routes to School Project</u> |
| <p><u>Quick Build Projects</u></p> <p>Utilize "quick build" options to test ideas and evaluate how well they work, as well as provide short-term safety fixes for dangerous areas.</p> | Short-term (Spring 2023) | MassDOT's <u>Shared Streets and Spaces Program</u> | MAPC's <u>Collective Purchasing</u> MAPC's <u>Statewide Contracts Guide</u> | Barr Foundation report: <u>Quick and Creative Street Projects</u> |
| <p><u>Encourage Physical Activity</u></p> <p>Work with community partners, particularly the Milton Bicycle Advisory Committee and other relevant community partners involved in increasing physical activity and active transportation, especially for seniors, children, and people with disabilities.</p> | Ongoing | <u>Community Preservation Act Funds</u> | WalkBoston's <u>Age-Friendly Walking Initiative</u> | |

| Goal | Timeline | Funding | Resources | Examples |
|---|-------------------------|---|--|--|
| <u>Ingrain Bike Ped in All Projects</u> Align bike, walk, and roll improvements with the town's maintenance plan to prioritize safety improvements along with regular repaving and maintenance tasks, decrease costs, and ensure improvements are accomplished. | Ongoing/ Annually | Massachusetts Chapter 90 funds | USDOT FHA Toolkit | City of Cambridge's Cycling Safety Ordinance |
| <u>Eliminate Barriers</u> Address barriers to walking, biking and rolling for vulnerable populations through infrastructure improvements, policies, and programming. | Ongoing | | | Boston's Age Friendly Street Design of Cummins Highway |
| <u>Connect Regionally</u> Work with adjacent communities to install pedestrian and bicycle facilities to ensure continuous facilities beyond municipal borders, especially when there are important destinations for Milton residents. | Annually | WalkBoston's Funding Opportunities for Mobility Improvements https://walkboston.org | | |
| <u>Priority Projects within Milton</u> Make progress on priority projects identified in the Plan. Emphasis on quick build projects and strengthening projects in the queue. | Short-term/ Annually | | | |
| <u>Connected Greenway Network</u> Develop a network of greenway corridors that provide safe and encouraging corridors for walking and biking that connect parks, schools, transit, and other key destinations. | Ongoing | MassTrails funding resources | MAPC LandLine Greenway Network | |

Goals and Action items

Appendix 1 — Pedestrian and Bicycle Facility Design Guidelines and References

[MA Municipal Resource Guide for Walkability](#)

[MA Municipal Resource Guide for Bikeability](#)

[MassDOT Bicycle and Pedestrian Update 2021](#)

[MassDOT Capital Investment Plan](#)

NACTO

For guidance on bicycle parking, including potential zoning requirements, design guidance, and location advice, refer to the [City of Cambridge Bicycle Parking Guide \[1\]](#), and the [APBP Essentials of Bike Parking\[2\]](#).

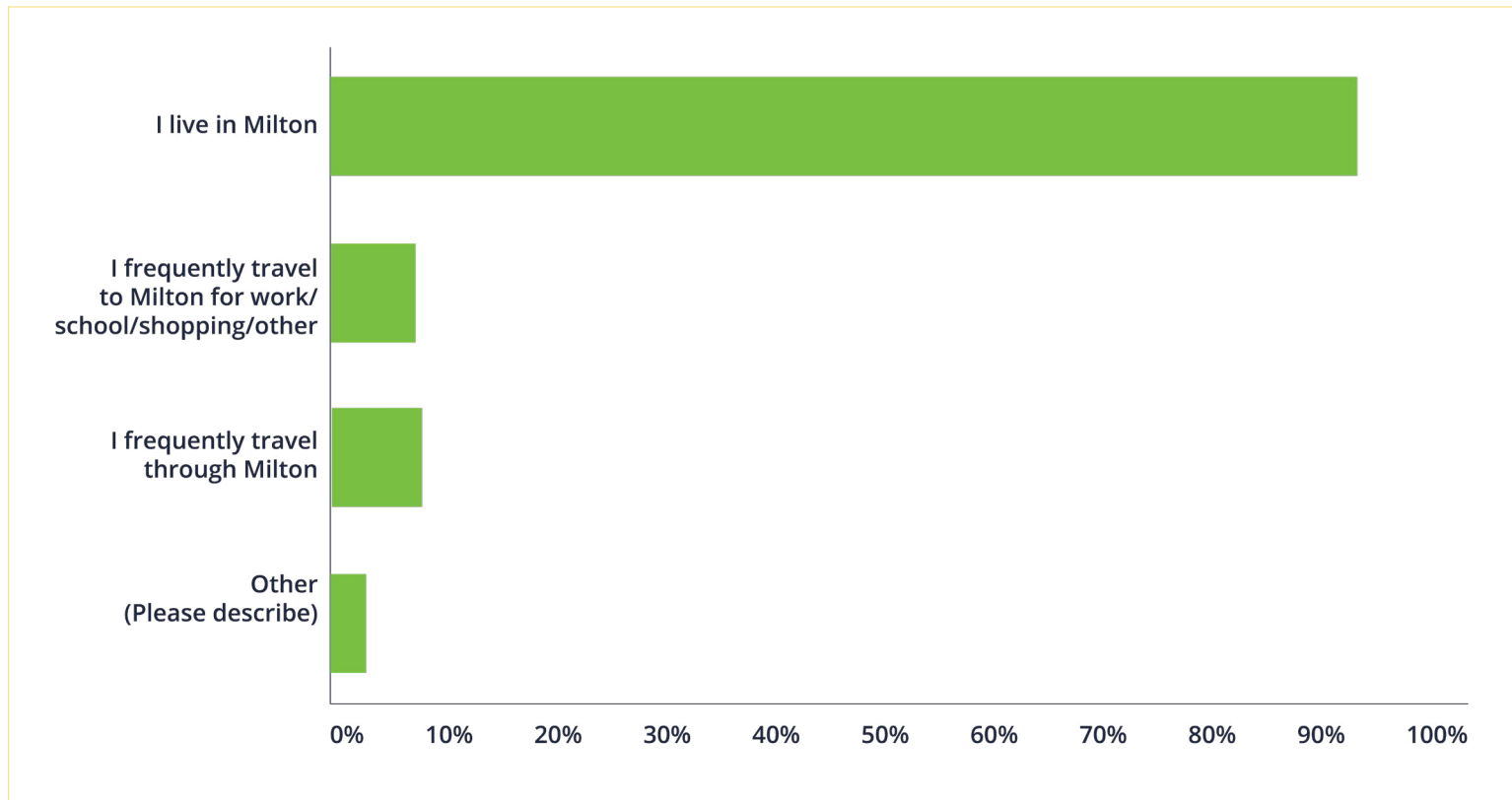
Appendix 2 — Complete Streets Policy

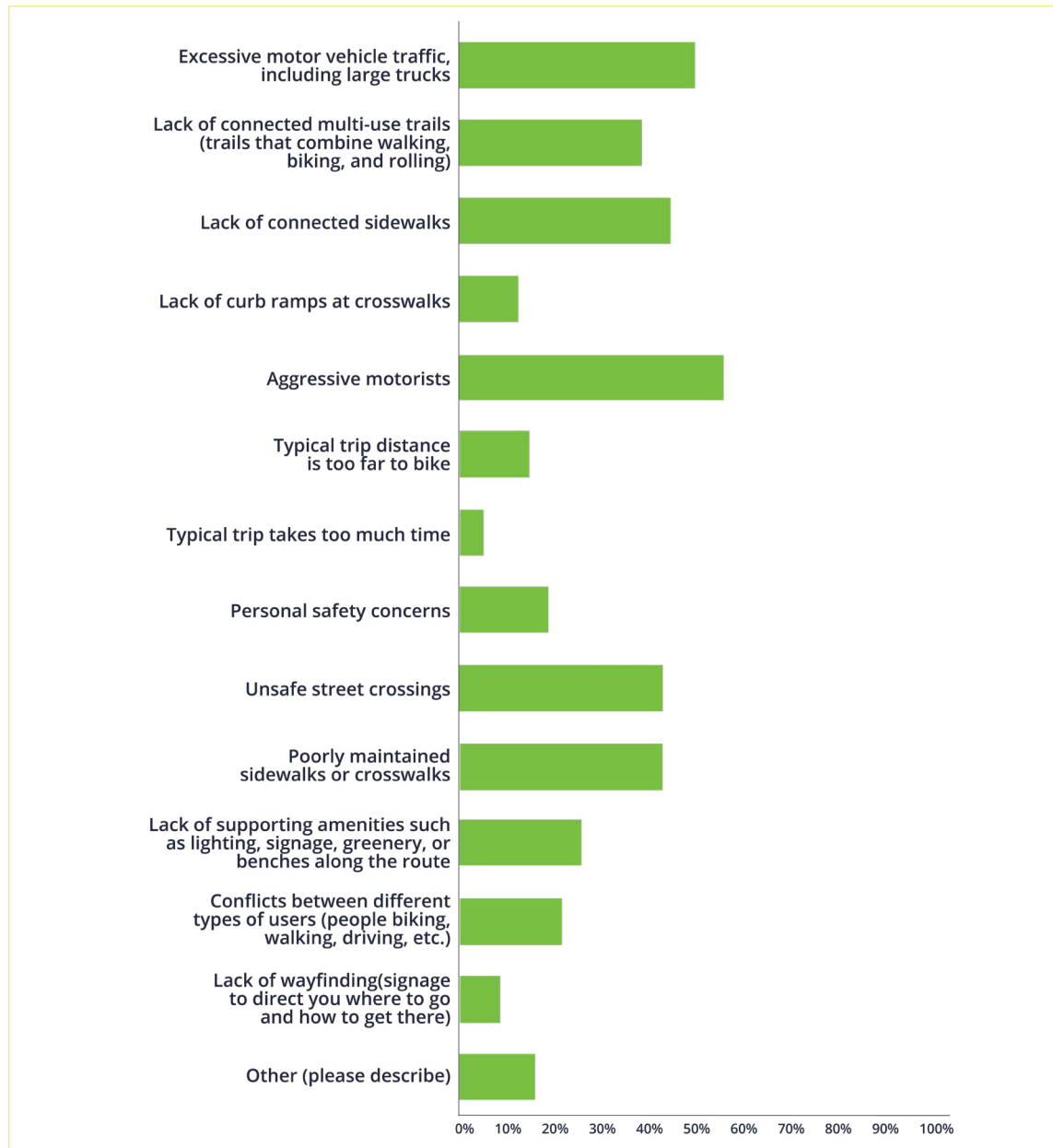
- [Town of Milton Complete Streets Policy](#)
- [More information about the MassDOT Complete Streets Status and Program](#)

Appendix 3 — Community Survey Summary

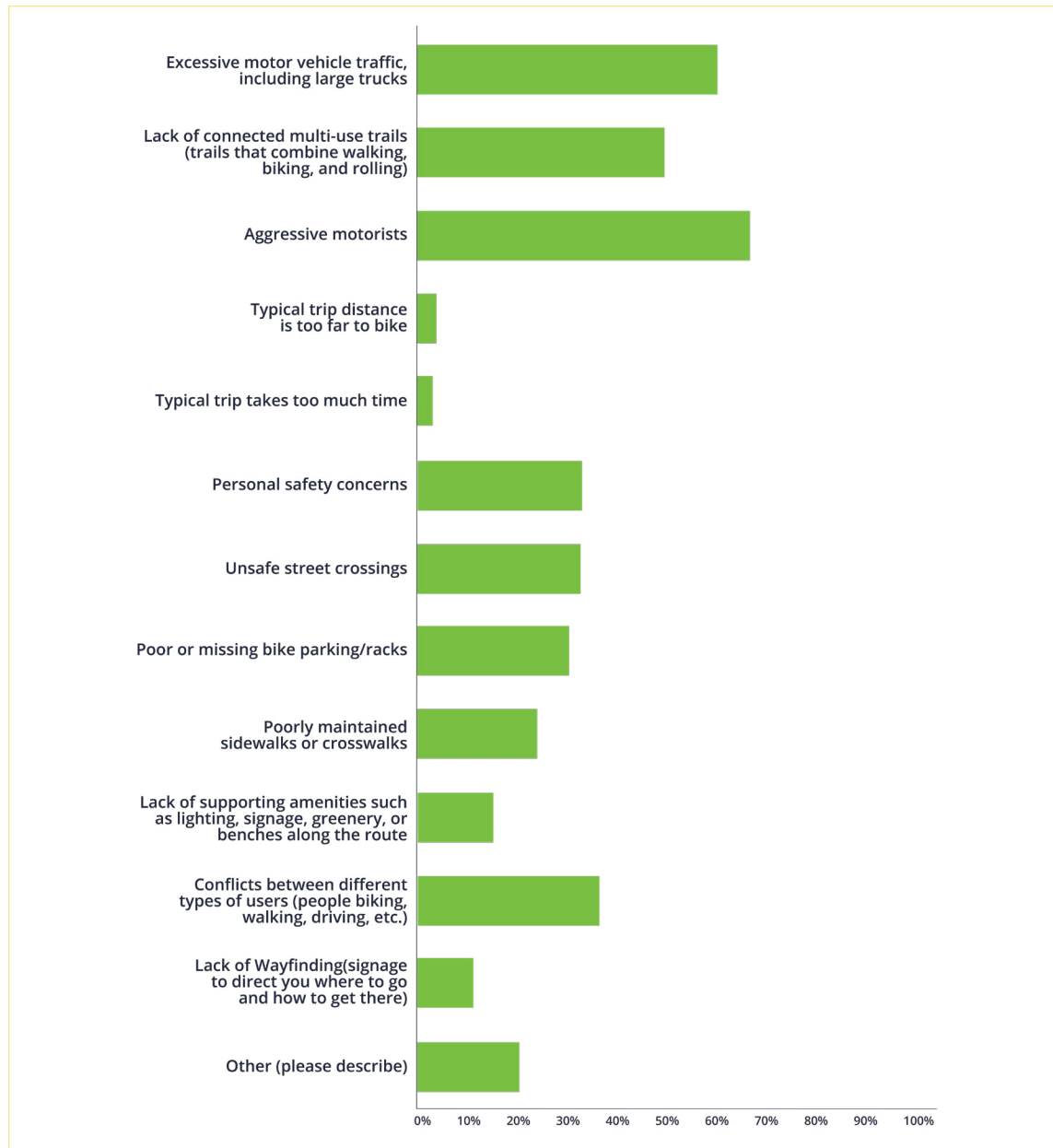
The Community survey for the Milton Bike and Pedestrian Plan was open from August 2021 through February 2022. The survey received 507 responses. A summary of each quantitative question is included on the following pages.

What is your interest in walking, biking and/or rolling in Milton?





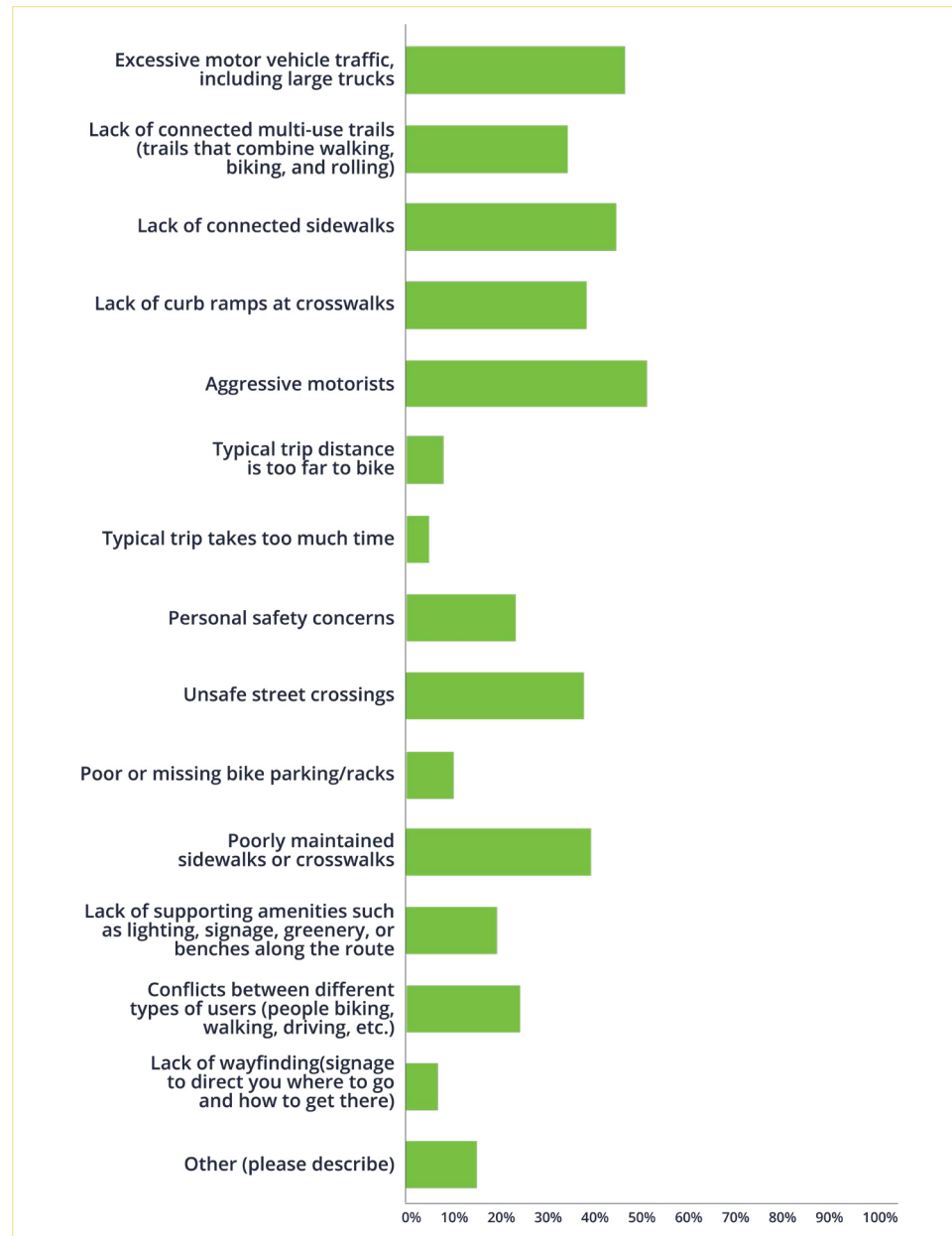
What are your concerns about WALKING in Milton? (Check all that apply)



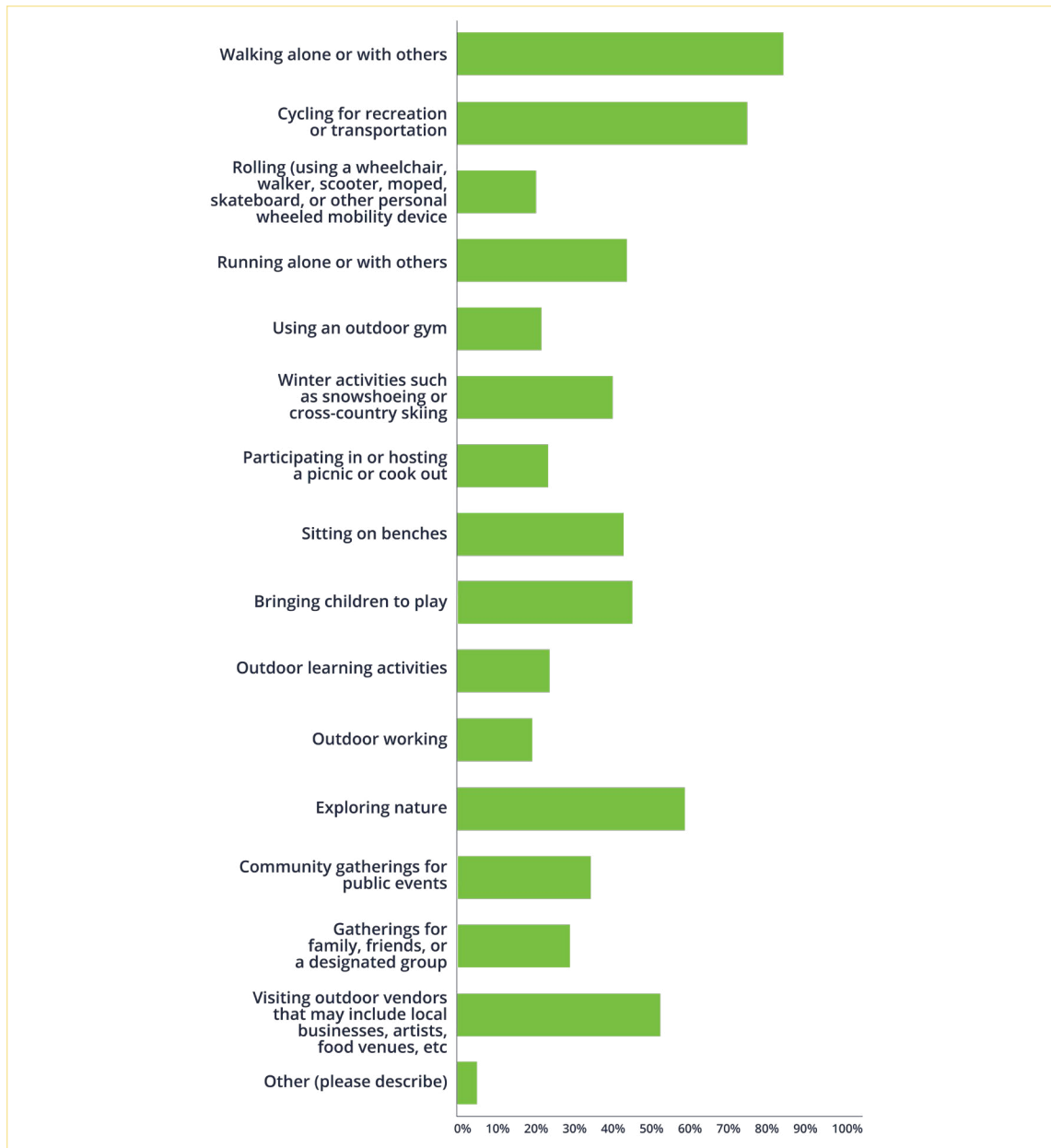
What are your concerns about BICYCLING in Milton? (Check all that apply)

What are your concerns about ROLLING in Milton? (Check all that apply)

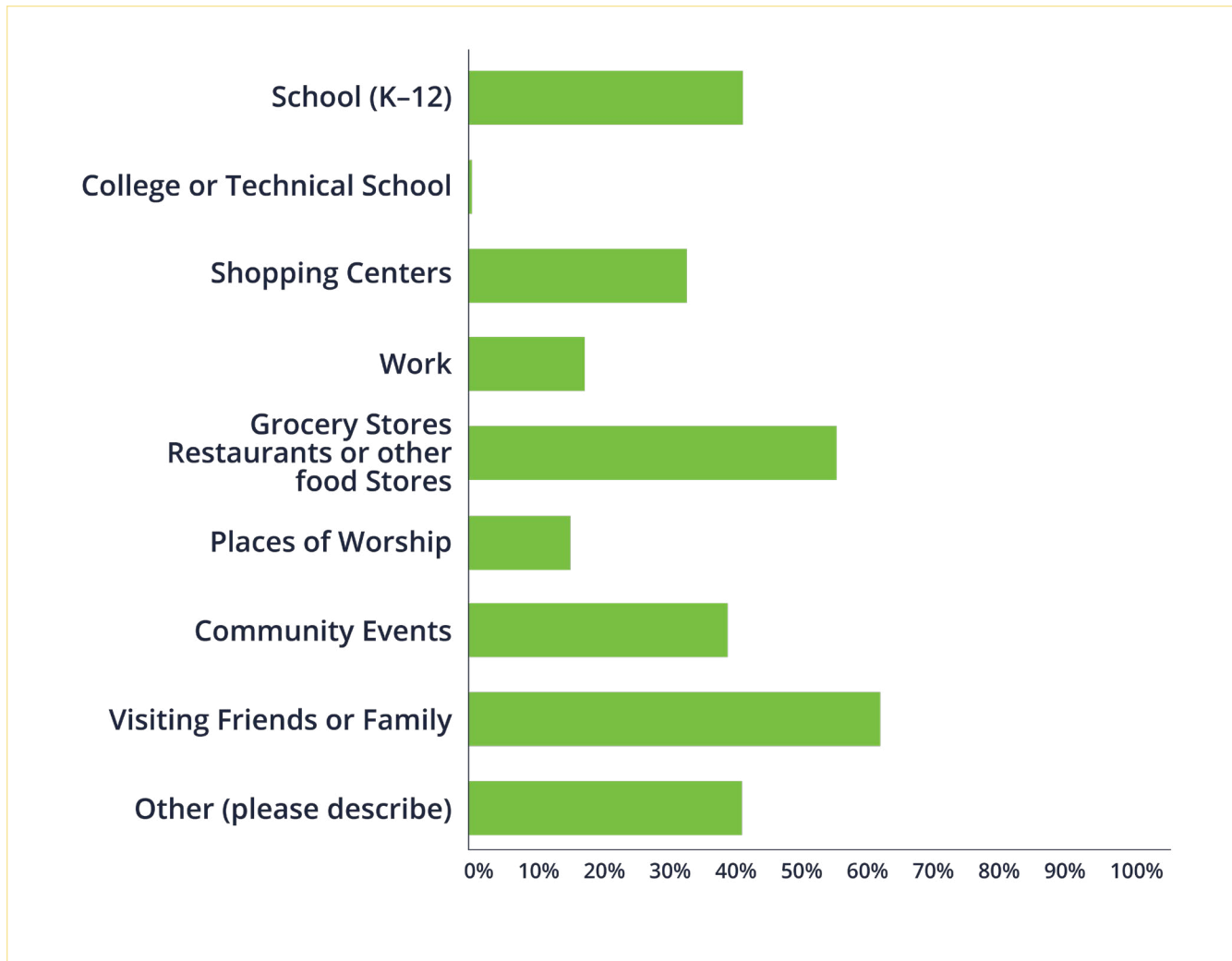
(By "rolling" we refer to other types of personal wheeled mobility besides bicycling, such as wheelchairs, walkers, scooters, mopeds, skateboards, and more.)



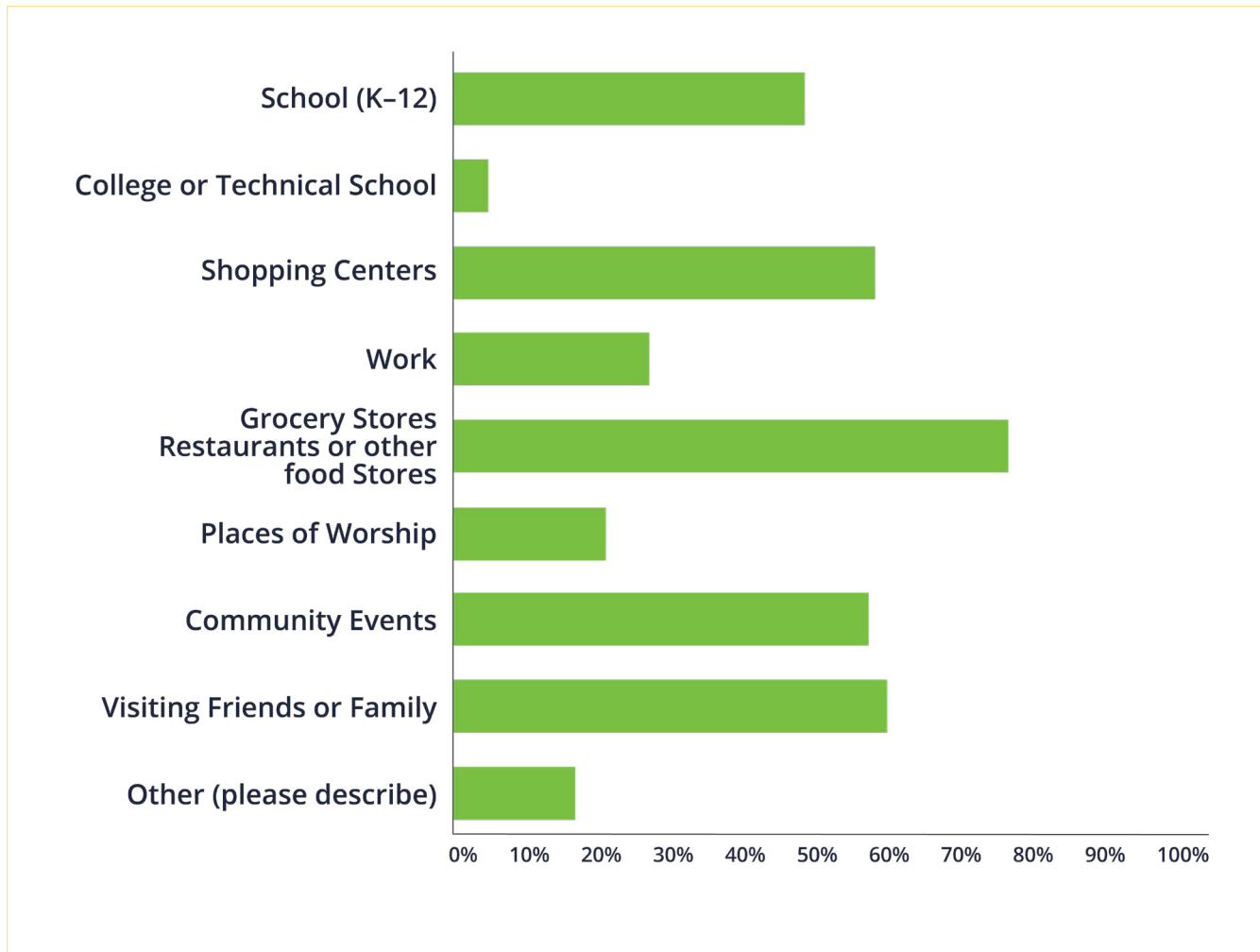
How would you like to use Milton's current and future trails? (Check all that apply)



To what places do you or your household CURRENTLY walk, bike, or roll?



To what places would you or your household LIKE to walk, bike or roll?



Appendix 4 — Spreadsheet of Proposed Projects

The following is a list of proposed projects meant to compliment the policy and program recommendations.

| Corridor | Municipalities | From | To | Responsibility | LandLine Corridor | Description | Type | Status |
|------------------------------|----------------|---------------------|---------------------|----------------|-------------------|---|----------------------|---------------------|
| Blue Hill Avenue | Canton, Milton | Royall St | Dollar Ln | MassDOT 612615 | | Reconstruction from Royall to Dollar Ln | shared use path | Prelim design |
| Blue Hill Avenue | Milton | Bradlee Rd | | MassDOT 612616 | | Intersection improvements Rt 138 at Bradlee Rd | | Prelim design |
| Blue Hills Parkway | Milton | Neponset River | Unquity Rd | DCR | Boston to the BH | Remove extra NB lane to allow for two way protected bike path | shared use path | Concept — Bond Bill |
| Brook Rd | Milton | Center St | Canton Ave | Milton | Milton Greenway | widen the sidewalk north side to shared use path | shared use path | |
| Brook Rd | Milton | Canton Ave | Blue Hills Pkwy | Milton | Milton Greenway | add barrier protected bike lanes | bike lanes | |
| Brook Rd/Adams St | Milton | Governors Rd | E Milton Sq | Milton | Milton Greenway | complete gaps in bike lanes between these sections | bike lanes | |
| Brook/Reedsdale/ Central | Milton | Intersection | | Milton | Milton Greenway | Evaluate potential for a roundabout at this location | roundabout | |
| Brush Hill Road | Milton | Milton St | Truman Pkwy | Milton | Milton Greenway | Convert to bike.ped priority, remove centerline | dashed shoulders | |
| Central Ave | Milton | Brook Rd | School St | Milton | | protected bike lanes | protected bike lanes | Abandoned |
| Chickatawbut Rd | Milton/Quincy | Randolph Ave/ Rt 28 | Granite St | DCR | | widen the roadway to allow for striped bike lanes | bike lanes | |
| Chickatawbut Rd/ Hillside St | Milton | Washington St/138 | Randolph Ave/ Rt 28 | DCR | Cross Blue Hills | stripe bike lanes west of Route 28. | bike lanes | |
| Granite Ave | Milton | I-93 ramps | Squantum St | MassDOT 608406 | Milton Greenway | Reconstruction of Granite Ave | shared use path | 2017 25% design |

| Corridor | Municipalities | From | To | Responsibility | LandLine Corridor | Description | Type | Status |
|----------------------|----------------|--------------------|---------------------|----------------|-------------------|--|-----------------|---------------------------|
| Granite Branch RR | Milton/Quincy | Enterprise Dr | | Milton | Milton Greenway | Develop shared use path along this town owned former RR | shared use path | |
| Neponset Valley Pkwy | Milton/Boston | Paul's Bridge | Blue Hills | DCR | Neponset Trail | Identify shared use path connection between river and BH | shared use path | 2022 DCR consultant study |
| Pine Tree Brook Path | Milton | Brook Rd | Thacher St | Milton | Milton Greenway | develop a shared use path along the brook on town ROW | shared use path | |
| Pine Tree Brook Path | Milton | Thacher St | Blue Hills Pkwy | Milton | Milton Greenway | improve existing path to accessible shared use standards | shared use path | |
| Popes Pond Path | Milton | Blue Hills Parkway | Lafayette St | Milton | Milton Greenway | improve existing path to accessible shared use standards | shared use path | |
| Reedsdale Rd/Rt 28 | Milton/Quincy | Brook rd | Randolph Ave/ Rt 28 | Milton | | evaluate road diet to convert 4 lane to 3 lane with bike lanes | bike lanes | |
| Squantum St | Milton | Granite Ave | Adams St | Milton | Milton Greenway | Add Protected bike lanes | bike lanes | |
| Unquity Road | Milton | BH Pkwy | Hillside St | DCR | Boston to the BH | Evaluated one way traffic to allow protected bike/walk path | shared use path | Concept — DCR Pkwy Plan |





**COMMONWEALTH OF MASSACHUSETTS
TOWN OF MILTON
MASTER PLAN IMPLEMENTATION COMMITTEE
525 CANTON AVENUE
MILTON, MASSACHUSETTS 02186**

TEL: 617-898-4969

From: Master Plan Implementation Committee (MPIC)
To: Select Board
Re: Adoption of Bicycle & Pedestrian Master Plan
Date: April 28, 2023

The Master Plan Implementation Committee supports and recommends that the Select Board adopt the Bicycle and Pedestrian Master Plan prepared by the Metropolitan Area Planning Council's (MAPC) in cooperation with the Department of Planning and Community Development, the Bicycle Advisory Committee and the Master Plan Implementation Committee (MPIC).

The Master Plan recommends improved bicycle and pedestrian mobility, specifically in Goal 5.2 of the Master Plan, which seeks to provide a connected system of paths, trails and sidewalks and better access to transit. Additionally, it builds on the town's existing Complete Streets Plan, administered by the Department of Public Works.

In 2016, Lee Toma of the Bicycle Advisory Committee requested that MPIC help develop a plan for bicycle and pedestrian improvements. The Town Meeting then approved MPIC's budget request for \$10,000 for the development of this plan in 2019. We first began working with MAPC, who provided grant funding for this effort, in November of 2020. In August of 2021, MAPC and the Planning and Community Development Department conducted a resident survey to gather essential information on key bicycle and pedestrian concerns and suggestions. That survey received over 500 responses; the results were shared in a public forum hosted by MPIC and MAPC where community feedback was also gathered and incorporated into the planning process. That planning process continued with regular updates at public MPIC meetings and a draft plan was presented in May of 2022. A final plan was received in the Fall of 2022 and, after discussion at multiple meetings, the Committee voted on December 12, 2022, to recommend that this plan be adopted.

Discussions of the plan have been continuing into the new year and this recommendation comes with several suggestions for next steps. As with the Master Plan itself, the plan is visionary, and further study, coordination, due diligence, engineering, and community engagement is necessary before implementation of many aspects of this plan proceeds. Several recommendations involve DCR and MA DOT roads, and collaboration and cooperation with those agencies is necessary. Others involve road diets and limiting passage to one-way for vehicles. These suggestions could have significant impacts on residents in the affected neighborhoods, thus, it is particularly important that a robust public outreach process be incorporated into the further study of each of these proposals. The traffic model funded through MPIC could be useful in testing proposed changes to traffic patterns.

MAPC's scope of work did not include seeking direct input from the Police and Fire Departments, the Traffic Commission, nor the Traffic Mitigation Committee. Additionally, it did not include analysis of impacts on vehicle traffic. Improved public safety and sound traffic engineering are necessary for successful implementation of the plan. The aforementioned departments and committees should be consulted for their input.

The aim is that implementation of the plan will be a thoughtful and engaged process with all members of the community. MPIC has received reassurances that the Planning and Community Development Department will take a leadership role in these processes. The Committee anticipates that this plan will be implemented in a manner that meets the needs of the entire community and does so in ways that are just, data-driven, and reflective of the needs of all our roadway users.

Enclosed with this letter are comment letters and emails received by the MPIC regarding the plan. Comment letters were received from:

Mike Blackwell, Chair, Milton Bicycle Advisory Committee
Deborah Felton, Executive Director, Fuller Village
Lauren Borofsky, Interim President, Sustainable Milton
Tim Kernan, President, Brush Hill Area Neighborhood Association
Warren Lizio, MPIC Member
Richard Riman, Resident, Fuller Village
Tucker Smith, Milton Resident
Lee Toma, Former Chair, Milton Bicycle Advisory Committee
Maggie Oldfield, Hillside Neighborhood Association Member
Denny Swenson, Town Meeting Member Precinct 5

Respectfully submitted,

Cheryl Tougias, Chair
Elaine Benson
Dick Burke
Regina Campbell-Malone
Taber Keally
Warren Lizio
Roxanne Musto

Josh Eckart-Lee

From: Mike Blackwell <mblackwell@gmail.com>
Sent: Thursday, April 13, 2023 10:47 PM
To: Arthur Doyle; Meredith Hall; Cheryl Tougias; Nicholas Milano; Tim Czerwienski; Josh Eckart-Lee
Subject: Bicycle Advisory Committee feedback on Bike/Ped Master Plan

Follow Up Flag: Flag for follow up
Flag Status: Flagged

[External Email- Use Caution]

Greetings -

On February 22 the Milton Bicycle Advisory Committee met to discuss the Milton Bicycle and Pedestrian Master Plan, among other topics. We had originally hoped to hold a follow on meeting to refine our feedback on the Plan, but for various reasons that hasn't happened yet. In light of the upcoming MPIC meeting we wanted to present our thoughts so far.

The Plan acknowledges that there are gaps in the sidewalk and bike route networks that would be used by anyone wishing to travel through town by means other than a motor vehicle: residents who need or want to walk or bike to destinations like schools, transit and shops; and children that want to get around on their own. The town's current network has many places that are too intimidating to bike or walk in, which encourages more people to drive and creates more traffic congestion. Making Milton into a more walkable and bike-able community would improve residents' quality of life and is in line with the Town's Master Plan and its Traffic Mitigation and Climate Action goals.

Concepts and guidelines put forward in the proposed Plan are intended to help improve walking and biking conditions around town not only by providing better sidewalks and bike lanes but also by calming traffic. We see traffic calming, in particular, as a win-win situation - not only does it reduce vehicle speeds and improve road safety for everyone, it is often achieved by increasing space for pedestrians and bicycles. However the Plan doesn't emphasize how the various proposed concepts address safety concerns, which residents repeatedly express as a top issue in surveys, at the Traffic Commission, at the Traffic Mitigation Committee and in other forums.

The Committee acknowledges that the Plan is aspirational and that before any specific proposals are implemented they would be thoroughly reviewed by the town and modified to meet the needs of all residents and current standards. Some of the concepts may not be feasible due to environmental regulations, right-of-way limitations, cost or other considerations. However the Committee wishes to point out that much of our existing infrastructure is focused on helping tens of thousands of commuters cut through town quickly. Expanding our road network and expediting signal timing has only caused increased cut-through traffic, with more congestion at rush hours and higher speeds in off hours. The Plan is focused on improving our pedestrian and bicycle infrastructure which benefits Milton residents and helps the town meet its equity, climate and open space goals.

The Bicycle Advisory Committee supports the Plan because it aligns with the town's Complete Streets Prioritization Plan, it would expand the sidewalk network and bike infrastructure to help create safer spaces for people to walk and bike, thus encouraging more people to walk or bike to local destinations like schools, transit, businesses and churches. The Committee encourages the Town to adopt the Bicycle and Pedestrian Plan and to consider its guidelines and proposals for implementation as local infrastructure projects are initiated, designed and constructed.

Sincerely,

Mike Blackwell
Milton Bicycle Advisory Committee

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“We raise awareness, educate and motivate residents, town government, and business owners to reduce waste of all forms and to create a healthy, vibrant future for all.”

January 24, 2023

Subject: Support for the Milton Bike & Pedestrian Master Plan

Dear Milton Select Board:

Sustainable Milton's Board voted to send this letter in support of the Milton Bike & Pedestrian Master Plan currently under consideration. We acknowledge especially the many volunteers and Town of Milton staff members whose efforts produced this plan.

We believe that this plan will be a critical component in Milton's future Climate Action Plan in that it will reduce the number of vehicles on town streets, which produce fossil fuel emissions and “drive” the impacts of Climate Change. In addition, it:

- *improves public safety, health, and wellness*
- prioritizes those who “ride, roll, or walk”
- reflects the desires of many residents
- slows cut-through drivers
- decreases road congestion
- enhances property values and quality of life

Thank you for your consideration.

Sincerely,

Lauren Borofsky, Interim President
Sustainable Milton
info@sustainablemilton.org

www.sustainablemilton.org
501(C)3 Non-profit

From: [Josh Lee](#)
To: [Warren Lizio](#); [Cheryl Tougias \(ctougias@townofmilton.org\)](#); [Dick Burke \(burked95@aol.com\)](#); [Elaine Benson](#); [Regina Campbell-Malone](#); [Roxanne Musto](#); [Taber Kealy \(tk@donahueassociates.com\)](#)
Subject: FW: Milton Bike & Pedestrian Master Plan - Citizen Comments
Date: Monday, December 19, 2022 4:31:00 PM

Members,

For your information, please see below a comment from Tucker Smith re: the Bicycle and Pedestrian Master Plan.

Thanks,

Josh

From: Lynne DeNapoli <ldenapoli@townofmilton.org>
Date: December 19, 2022 at 5:27:06 PM GMT+1
To: Arthur Doyle <ADoyle@townofmilton.org>, Tim Czerwienski <tczerwienski@townofmilton.org>, Meredith Hall <MHall@townofmilton.org>, Cheryl Tougias <ctougias@townofmilton.org>
Cc: Nicholas Milano <nmilano@townofmilton.org>
Subject: FW: Milton Bike & Pedestrian Master Plan - Citizen Comments

Good early afternoon Arthur, Tim, Meredith and Cheryl:

I hope all is well. I received the following e-mail from Tucker Smith, a Milton resident regarding the Milton Bike & Pedestrian Master Plan and thought I would share it with you.

Taker care, Lynne

Lynne DeNapoli
Executive Administrative Assistant
Town of Milton Select Board
525 Canton Avenue
Milton, MA 02186
617-898-4843

From: Tucker Smith <tucker.smith@sustainablemilton.org>
Sent: Friday, December 16, 2022 4:33 PM
Subject: Milton Bike & Pedestrian Master Plan - Citizen Comments

[External Email- Use Caution]

Distribution List: Milton Select Board / Milton Planning & Community Development
Dept. / Milton Planning Board / Milton Master Plan Implementation Committee

To all:

Come February 2, 2023, my husband Hale and I will have owned a home on upper Canton Ave. for 44 years. During that time, not one member of our family of four has ever ridden a bicycle in the Town of Milton ----- and we walk/hike almost exclusively in the Blue Hills Reservation.

Canton Ave. out this way is a twist-turny raceway, a sluice between stone walls on one side and rampant poison ivy on the other. And no sidewalks.

I say, "Amen!" to a Bike & Pedestrian Master Plan which prioritizes those who ride, roll, or walk and which makes motorists either slow down or choose another route.

I say, "Hallelujah!" to the concept of "road diets" to decrease cut-through traffic and congestion and to narrower roads to decrease speeding.

Providing town-wide biking and walking infrastructure offers so many benefits: improved public health and safety; higher property values; quality of life assets; and, above all, reduced fossil fuel emissions from too many tailpipes speeding through town, exacerbating climate change impacts. Bring it on, please!

I thank all the volunteers and Town of Milton staff members whose efforts produced this plan. Let's honor their work, which reflects the desires of many residents.

Sincerely,
Tucker Smith
1632 Canton Avenue
Milton, MA 02186

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From: [Josh Lee](#)
To: "Warren Lizio"; "Cheryl Tougias (ctougias@townofmilton.org)"; "Dick Burke (burked95@aol.com)"; "Elaine Benson"; "Regina Campbell-Malone"; "Roxanne Musto"; "Taber Kealy (tk@donahueassociates.com)"
Subject: FW: MPIC and Bicycle/Pedestrian Master Plan
Date: Monday, December 12, 2022 1:53:00 PM

Members,

Please see below from Deborah Felton, Executive Director at Fuller Village.

Thanks,
Josh

From: Cheryl Tougias <ctougias@townofmilton.org>
Sent: Monday, December 12, 2022 1:24 PM
To: Tim Czerwienski <tczerwienski@townofmilton.org>; Josh Lee <JLee@townofmilton.org>
Subject: FW: MPIC and Bicycle/Pedestrian Master Plan

Tim and Josh,
Please see below from Deborah Felton, Executive Director at Fuller Village.
Please share with other MPIC committee members.
Thank you,
Cheryl

Cheryl Tougias
Town of Milton Planning Board

Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.

From: Deborah Felton <dfelton@fullervillage.org>
Sent: Sunday, December 11, 2022 6:11 PM
To: Cheryl Tougias <CT@sta-inc.com>
Subject: RE: MPIC and Bicycle/Pedestrian Master Plan

Thanks for sending. A few comments:

Before anything is done at Paul's Bridge there was an RFP that went out a few years ago to make that intersection safer for vehicle traffic. Not sure of the status.

We have bikers at Fuller that want to ride for recreation but there is no safe way to get on to the Truman Hwy trail to access the trail at Mattapan. The trail is not good for bikers either. We now drive our van with bikes to Mattapan to go for rides.

We also have walkers at Fuller who walk to the library. This is very complicated. Basically, crossing 138 is dangerous. Sometimes residents walk to the set of lights at Atherton to cross safely.

Navigating to Atherton is dangerous on 138.

I love the idea of Unquity road one-way. Biking there is nerve wracking, not wide enough and there is no safe way to walk on Unquity Road.

On Blue Hills Pwky from Brook Rd to Eliot used to be clear of parked cars but since the large new

buildings near the Mattapan T, either workers are parked there or commuters. We never had this in the past.

Thanks for your work Cheryl and the committee and of course Tim!
Deborah Felton

From: [Deborah Felton](#)
To: [Josh Lee](#); [Yahoo Mail](#); malba@mdpmilton.org; [Chase Berkeley](#)
Subject: RE: Proposed bicycle and pedestrian plan
Date: Wednesday, January 4, 2023 11:27:40 AM

[External Email- Use Caution]

Thanks Josh, the studies are very interesting, anything to slow down traffic is worth implementing.

Deborah M. Felton
Executive Director
Fuller Village
1399 Blue Hill Avenue
Milton, MA 02186
617-361-9180 direct line
617-361-7569 fax
dfelton@fullervillage.org
<http://fullervillage.org>



From: Josh Lee <JLee@townofmilton.org>
Sent: Wednesday, January 4, 2023 10:52 AM
To: Yahoo Mail <richriman@aol.com>; Deborah Felton <dfelton@fullervillage.org>;
malba@mdpmilton.org; Chase Berkeley <cberkeley@townofmilton.org>
Subject: Re: Proposed bicycle and pedestrian plan

Thank you for reaching out and sharing your experience, Richard. Your first-hand knowledge as a resident will continue to be valuable as we attempt to plan for and design safer roads in Milton. I understand your apprehension over the recommendation from our transportation planning consultants that Brush Hill Road would be suitable candidate for centerline removal. In other communities that have sought to use this method for traffic calming, and in transportation studies on the matter, it has been found that drivers reduce their speeds by an average of [7 mph](#) on roads that implement it. The experts suggest that Brush Hill Road would be safer for pedestrians and cyclists if we implement this proposal, but please know that any planning projects on specific roadways will include significant input from the residents on each section of road, so if we sought to make any changes to Brush Hill, it would be done with that input.

We certainly appreciate your experience and feedback, and hope that we will continue to receive it as we start developing these projects that seek to make roads safer in town.

Thank you,
Josh

From: Yahoo Mail <richriman@aol.com>

Sent: Wednesday, January 4, 2023 7:21 AM

To: Josh Lee <JLee@townofmilton.org>; dfelton@fullervillage.org <dfelton@fullervillage.org>;
malba@mdpmilton.org <malba@mdpmilton.org>; Chase Berkeley <cberkeley@townofmilton.org>

Subject: Proposed bicycle and pedestrian plan

[External Email- Use Caution]

January 4, 2023

Josh Lee Assistant Town Planner

jlee@townofmilton.org

Subject: Proposed bicycle and pedestrian plan

I am very concerned about the article written in Milton Times 12/29.

Roxanne Musto correctly expressed concerns that the plans call for elimination of the center line, and would be "significant changes" on those roadways.

As relatively new residents to Fuller Village (2 ½ years), we have firsthand knowledge of how unsafe that section of Brush Hill road is.

The multiple damaged and replaced telephone poles, and damages to sections of adjoining stone walls are clear evidence of how dangerous it has been, even with the existing double lines.

Despite the double lines, we and numerous other of our residents have been passed multiple times by reckless drivers who, despite the road geometry and conditions, have no apprehension about crossing double lines to pass.

Double lines have historically been used to designate dangerous areas of road that should not be crossed. Replacing them with dotted? (dashed) or a single line makes absolutely no sense and will make Brush Hill Road even more dangerous to all drivers.

Please call me if you wish to discuss this further.

Richard Riman
E-304 Fuller Village
617-759-0876

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From: [Tim Kernan](#)
To: ctouglas@townofmiton.org; [Josh Eckart-Lee](#)
Subject: Pedestrian / Bicycle Plan
Date: Wednesday, February 15, 2023 8:28:48 AM

[External Email- Use Caution]

Josh and Cheryl- Would you please forward this to other members of the MPIC Committee,

To Master Plan Implementation Committee

The Brush Hill Area Neighborhood Association recently discussed with some of its members the Milton Bicycle and Pedestrian Plan.

Although the entire Association has not had the opportunity to meet to discuss this fully, the members who have had the opportunity to view the plan have expressed that although they like the concept of a pedestrian/bicycle plan, they have areas of concern:

- Safety is essential to a plan;
- Neighborhoods must be involved in the process, as well as the final product;
- Care needs to be taken so that traffic flow is not negatively affected.

We respectfully ask for the following:

- Page 31: Remove from the Plan the section referring to Brush Hill Road and removal of the center line.
- Page 49 - Remove from the Plan the section referring to Paul's Bridge as DCR is currently discussing a Pedestrian/Bicycle Plan to connect to the Blue Hills. However, it is not certain that the plan will end up in that location, their plan is in the feasibility stage.

We strongly encourage public forums where neighborhoods and their members can fully discuss any proposals.

Regards
Tim Kernan
President, Brush Hill Area Neighborhood Association

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From: [Warren Lizio](#)
To: [Josh Lee](#); [Cheryl Tougias](#)
Subject: Comments on Bicycle and Pedestrian Master Plan
Date: Thursday, January 19, 2023 7:02:28 PM

[External Email- Use Caution]

Good evening, John & Cheryl.

Please accept the following comments/questions regarding the Bicycle and Pedestrian Master Plan which was discussed during our last MPIC meeting.

The Residents of the Town of Milton could be well-served by a enacting some of the mobility and commuting options conceptualized in the Bicycle and Pedestrian Master Plan. Public improvements such as those contained within the Plan could encourage a healthier lifestyle, additional commuter options, and a generally add to the quality of life. Improved pedestrian and bike access to the MTBA stations, in particular, addresses several of the goals contained within the Master Plan.

For the Bicycle and Pedestrian Master Plan to be successful, however, it is my opinion that it needs to address several potential critical components:

1. Considerations for Pedestrian and Bike routes should include recommendations for a geographic areas throughout the Town. The current plan's iteration appears to focus primarily on 'northern' Milton. It would be beneficial to explore extending routes further south and into East Milton. This could foster integration between the neighborhoods.
2. The Traffic Committee needs to explore the practicality of vehicle lane reductions as it pertains to traffic flow in/from/through Milton. In some cases, what is possible may not be what is best.
3. What are the cost of the improvements to implement and maintain?
4. Encouraging feedback from the neighbors in the areas directly affected by the proposed routes is important before any implementation decisions are made.
5. Are any Emergency Evacuation routes out or through Milton impacted?
6. For the bike routes that exist already in Milton, it would be most helpful to have usage data on those routes. Who is using them (Milton Residents? Age demographics?) and when are they using the routes?

Thank you,
-Warren Lizio
MPIC member

- Warren Lizio

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From: [Josh Eckart-Lee](#)
To: [Josh Eckart-Lee](#)
Subject: FW: Bike Plan MPIC letter
Date: Tuesday, March 21, 2023 9:03:45 AM

Begin forwarded message:

From: Thayer Nursery <thayernursery@gmail.com>
Date: March 20, 2023 at 4:09:54 PM EDT
To: Lee Toma <civic@lee-toma.net>
Cc: Cheryl Tougias <ctougias@townofmilton.org>
Subject: Re: Bike Plan MPIC letter

[External Email- Use Caution]

Thanks for reaching out Lee.

I do understand that it is also a pedestrian plan, so that makes it even MORE important to get neighbor involvement. In my neighborhood, we do not have any sidewalks and the neighbors want it to remain that way because many of our front yards are in the town's right-of-way. I do believe that many of our roads could use shrinking so as to minimize the ease in which drivers are able to cut through. I think we should focus on our main roads first like Rtes 28 and 138 and then Canton, Brook, Adams and Randolph. The goal should be to make our gateways get backed up so when drivers want to get off 128 onto 28 they can see the backup and they will stay on the highway. We need to reduce Rte 28 to only one lane in each direction with tree island down the middle and a wide multi-use bike and pedestrian path along the side. Sometimes solving a big problem first is easier than trying to fix all the small ones.

I do appreciate all the work you have put into the plan but I would like to see acknowledgement of the importance of neighborhood involvement and input.

Thanks. Maggie

Maggie Oldfield @ Thayer Nursery
270 hillside street
milton, mass. 02186
617-698-2005
www.thayernursery.com

On 3/19/2023 11:24 PM, Lee Toma wrote:

Hi Maggie,

Thanks, I hope you're doing well too.

I'm not on the MPIC, so I don't have a copy of their letter. Please check with Cheryl Tougias about that.

I'd like to point out that it is a pedestrian plan as much as a bike plan. And I hope that neighborhoods will consider this an opportunity to work with the town to add or improve sidewalks and crosswalks where appropriate so people don't have to dodge cars when out walking. The current road conditions are configured to help cut-through traffic speed through the neighborhood more so than to benefit local residents, and as a result there have been too many pedestrian and motorist fatalities in the area. The town and state should do better.

Thanks, Lee

On Mar 19, 2023, at 4:53 PM, Thayer Nursery
<thayernursery@gmail.com> wrote:

Lee,

Hope you are well.

I noticed that the support letter from MPIC of the bike plan is on their tomorrow night's agenda. I do hope it states that the affected neighborhoods will have representation and input on any suggested plan. I understand the goal is to have an overall network of connecting paths but the local neighborhoods should not be compromised by any plan.

Could you please forward me a copy of the letter so the HNA can review it at our meeting tomorrow night.

Thanks, Maggie
774-259-5554

Maggie Oldfield

Please excuse the brevity/typos of this message sent from my phone

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January 23, 2023

To the Members of the Master Plan Implementation Committee, Bicycle Advisory Committee, Planning Board and Select Board,

I want to commend Tim Czerwienski and the planning staff for their efforts and diligence. And Lee Toma of the Bicycle Advisory Committee deserves special credit and recognition for his tireless commitment to creating more bike access throughout our town. These efforts toward safety and access for all should be commended.

I support the over-arching concept of creating bike paths throughout our town –

- where bike paths are safe
- where it is established that the changes will not negatively impact vehicular traffic flow
- where it is established that the changes won't negatively impact the neighborhoods where the proposed changes would be taking place.
- where a rigorous public process has taken place and the proposed changes have been vetted with the users of the roadways involved.

In other words, to ensure the bike paths contribute to the excellence of our town, I believe that Milton's citizens need to be notified of the specific changes proposed, and they need to be provided an opportunity path to be heard. This includes, of course, giving the neighborhood and daily users the opportunity to weigh in on any safety or traffic pattern impacts or domino effects of the proposed changes.

You could add these caveats to any letter of support. And you could add these bullet points to the Bicycle and Pedestrian Master Plan itself.

I have some specific feedback.

Pg 31

Brush Hill Road:

- Remove the center line. I would not remove the center line from Brush Hill Road. Drivers need to be clear about staying on their side of the road. If there was an accident and no center line on the road how would enforcement work? How would fault be determined if there is no clear line? Please remove this language from the master plan.
- Speed management sounds good, but I am interested to learn what that exactly means. I believe we need to see the actual strategy and assess any domino affects to that method before I could support that. I appreciate seeking ways to make Brush Hill Road safer, so I want that to work but believe we need more information and community feedback prior to endorsing that specific language.

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Blue Hills Parkway:

- There is an option to take away a car lane to create a bike/pedestrian lane. I would rather focus on enhancing the wonderful sidewalks we have there. I am hesitant to take away a vehicle lane anywhere in town because of traffic issues throughout town. My one caveat is, if the neighborhood and the primary users of that road support giving up that vehicle lane after a public process I would feel differently. But I am generally reluctant to go along with removal of a vehicle lane without neighborhood's input and any public vetting.

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Unquity Road and Harland Street:

- Convert to One Way. I am not comfortable supporting this proposal without any feedback from the people who live on these roads. I would also want to hear from the people who use these roads to get home or to school or work before I support this specific language to change a major road from two- to one way.

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Chickatawbut

- Widen by Five Feet. I doubt that you can widen consistently throughout the whole road because of wetlands, trees and conservation issues. So, this road is a sort of all or nothing because it would not be safe to widen and drop to nothing. If you drop off to nothing you would be pushing bikes and pedestrians into the street to fend with cars that go pretty fast in narrow winding lanes. I am especially concerned by the water around one of the bends, there is no way to widen there, and there are some pretty steep drop offs on both sides at some points, so that would not be safe at all. I would remove this section from the master plan.
- And simply adding stripes to Chickatawbut is not safe for the bicyclists, pedestrians, or motorists. The cars fly there, it is very narrow with winding bends along that road. There are visibility issues in some areas with sunshine glare. Simply adding stripes is really dangerous. I would remove that from the master plan.
- Making Chickatawbut One Way. I have used this road on a daily basis for over a decade as have my neighbors and so many others. I believe it would be creating a mess if Chickatawbut were converted to a one-way street. The amount of traffic that goes both ways would get pushed somewhere and that would burden other parts of town. I would remove this element from the master plan.

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- I like the idea of realigning the roadway onto Canton Avenue from Route 138 to create a sharper right turn intersection. I think that approach would lower speeds as one enters

Canton Avenue. I also like the idea of adding sidewalks on Canton Avenue. However, we need to hear from the people who live in that area to learn from them about what they think of extending the one-way section of the roadway. It is sort of like a funnel right there now and if you extend the funnel, I am not sure what sort of domino effect that would have. I think that would have to be studied and vetted out with the neighborhood.

- We have jammed up traffic there right now, and the Wolcott development is adding 55 families to that area. It is past the tipping point for extreme traffic, the intersection back onto 138 from Canton Avenue right there is F-rated. If the proposed changes make it hard for residents that live there to get home or to leave their driveway, then I don't know if I could support extending the one way portion of this roadway.

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Paul's Bridge

- The proposed cross walk is not at all safe. Removing a vehicular lane in this very congested area is going to have a negative domino effect causing traffic backups for the people who live in this Milton and Hyde Park neighborhood. It would make sense to explore moving the bike path over a few streets outside of the wetlands and outside of the Area of Critical Environmental Concern. The approach can be a lot better and should be safe before anyone endorses that concept.

In Summary:

I support the over-arching concept of creating bike paths throughout our town –

- where bike paths are safe
- where it is established that the changes will not negatively impact vehicular traffic flow
- where it is established that the changes won't negatively impact the neighborhoods where the proposed changes would be taking place.
- where a rigorous public process has taken place and the proposed changes have been vetted with the users of the roadways involved.

Out of respect for the citizens of the town, I would consider adding those bullet points into the Bicycle and Pedestrian Master Plan and into any letter of support that you draft as a board or committee member.

Thank you again for your consideration and for your diligent care on this important topic for our town.

Sincerely,

Denny Swenson

Town Meeting Member Precinct 5