

Town of Milton Bicycle and Pedestrian Master Plan June 2022



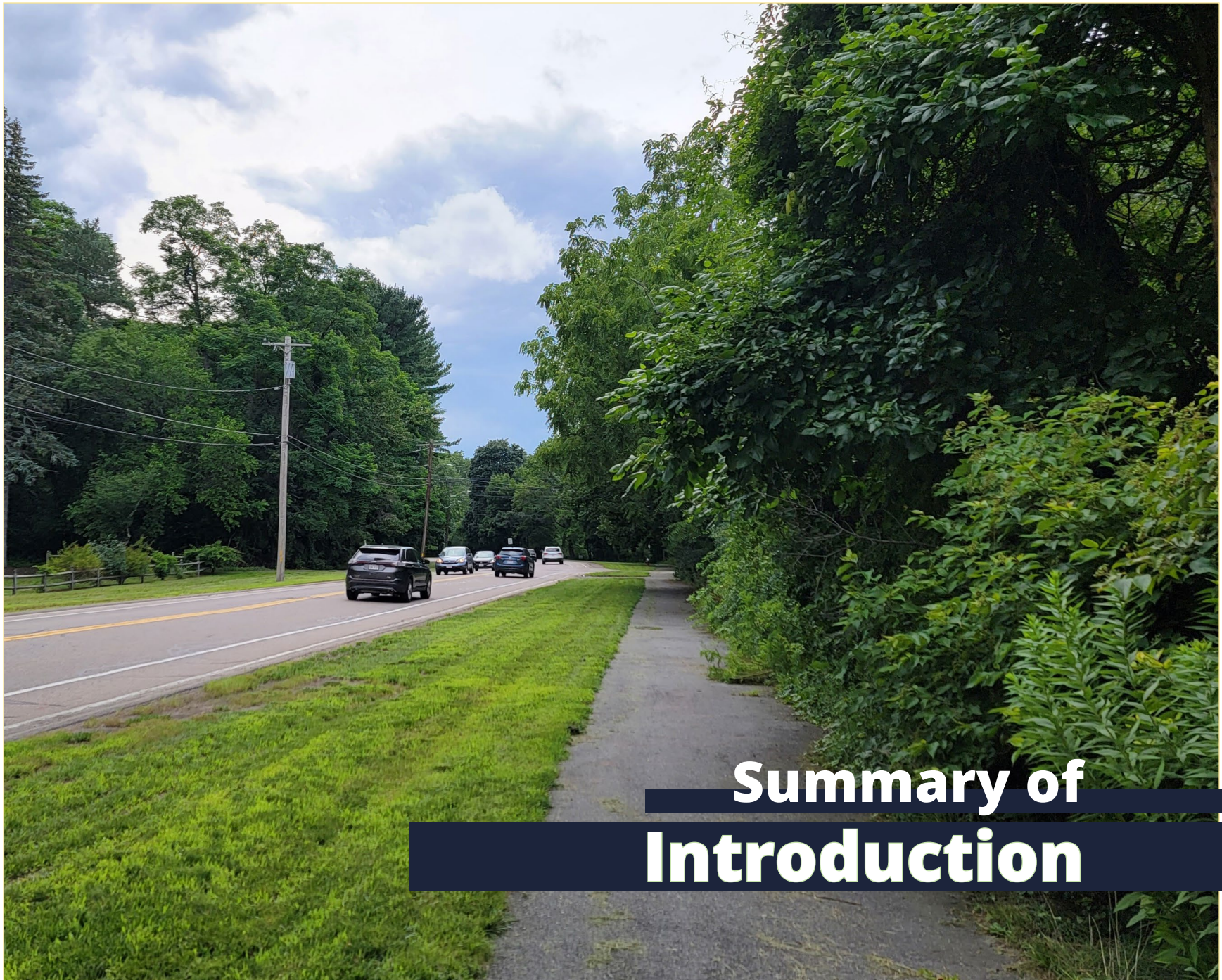
Table of Contents

3	Acknowledgements	27	Key Components and Recommendations
4	Introduction	28	Milton Greenway
6	Overview of Previous Planning Efforts	32	Neponset River Greenway
8	LandLine Greenway Network	32	Mattapan to the Blue Hills
10	Walking and Cycling in Milton Today	34	Cross Blue Hills
11	Community Character	35	Other Key Roadways
13	Committees	40	Appendix 1
14	Walking Infrastructure		Pedestrian and Bicycle Facility Design Guidelines and References
15	Bicycle Infrastructure	40	Appendix 2
16	Complete Streets Policy		Complete Streets Policy
17	Safe Routes to School	40	Appendix 3
19	Vehicle Crashes		Community Survey Summary
20	Bicycle and Pedestrian Crashes	48	Appendix 4
21	Connections to Transit		Spreadsheet of Proposed Projects
23	Bike share and other future micromobility		
25	Community Survey		
26	Public Master Plan Forum		

Acknowledgements

We would like to thank The Town of Milton staff and volunteers who provided input on this project: including Tim Czerwienski, Director of Planning and Community Development as well as Lee Toma, Chair of the Bicycle Advisory Committee. Professional technical assistance was provided by the Metropolitan Area Planning Council: Marah Holland, Transportation Planner II and David Loutzenheiser, Senior Transportation Planner.

This project was undertaken with funding provided by MAPC and the Town of Milton.



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.

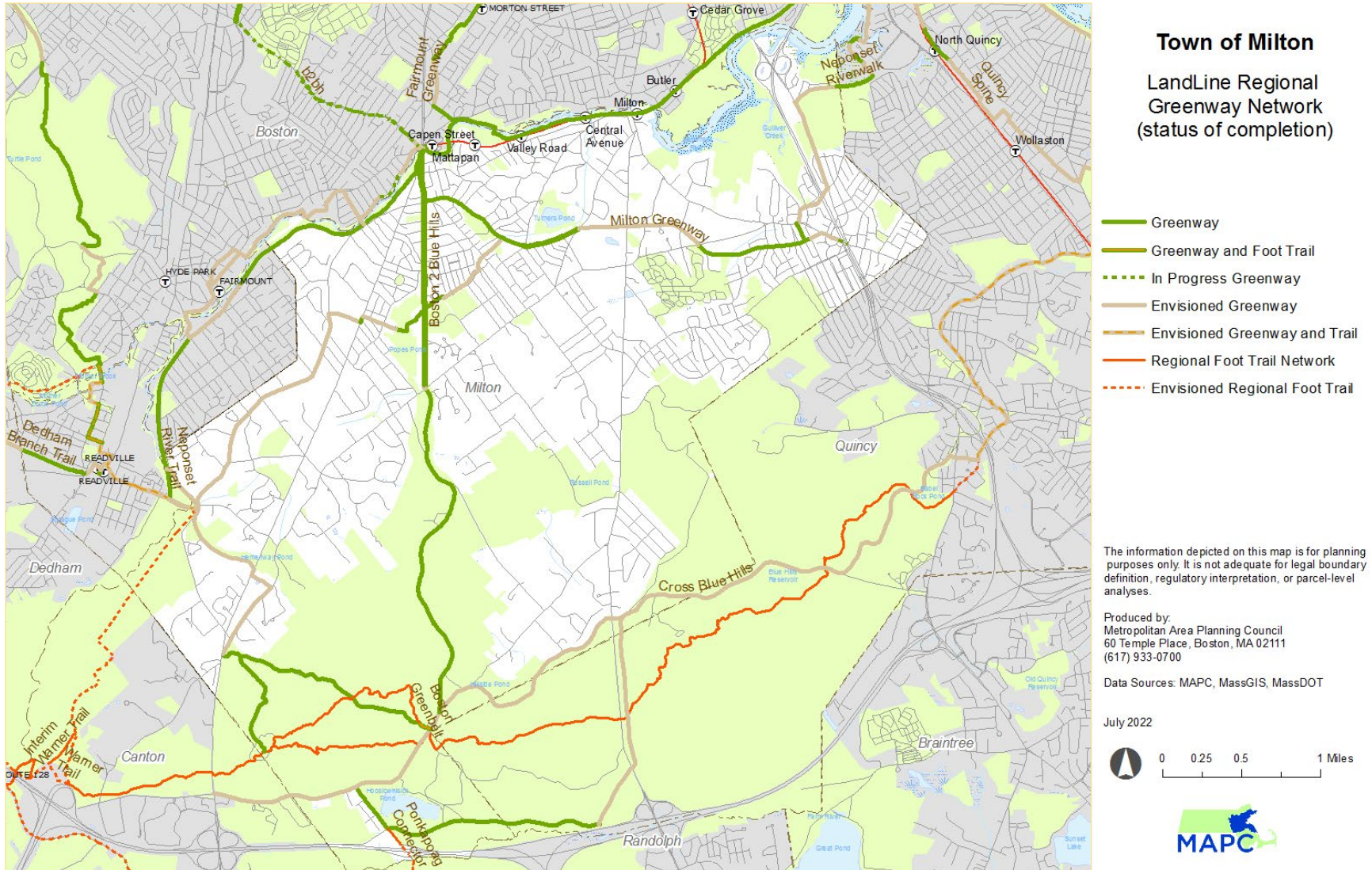


Figure 1



**Walking and Cycling
in Milton Today**

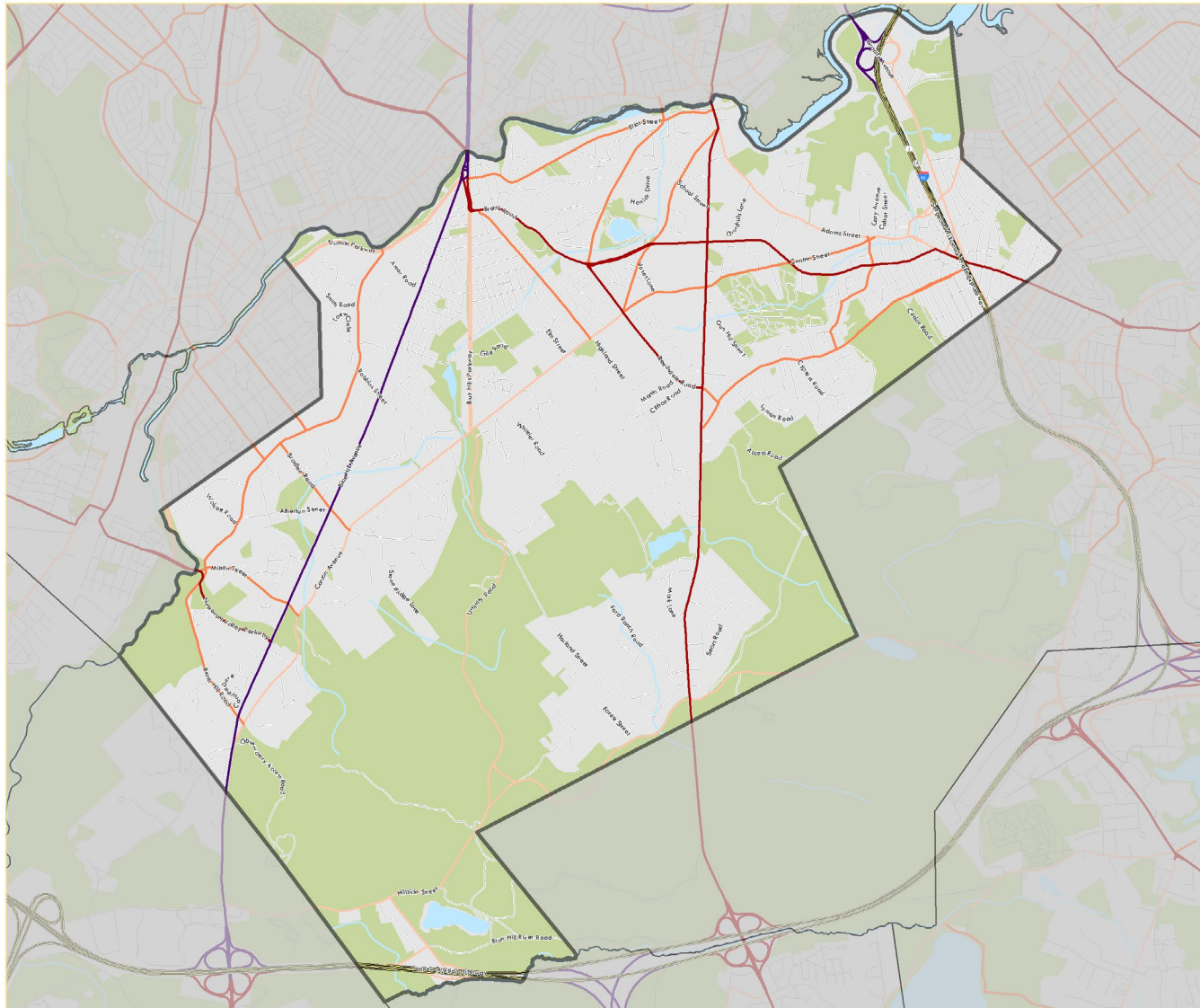
Community Character

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](#)



Milton Bicycle & Pedestrian Plan

Roadway Functional Classification

- Rivers and Streams
- Water
- Open Space

Roadway Functional Classification

- Interstate
- Principal Arterial
- Urban principal arterial
- Urban collector
- Urban minor arterial
- Local



Data Sources:
 Metropolitan Area Planning Council (MAPC)
 Massachusetts Geographic Information System (MassGIS)
 Massachusetts Department of Transportation (MassDOT)
 May 2022

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.

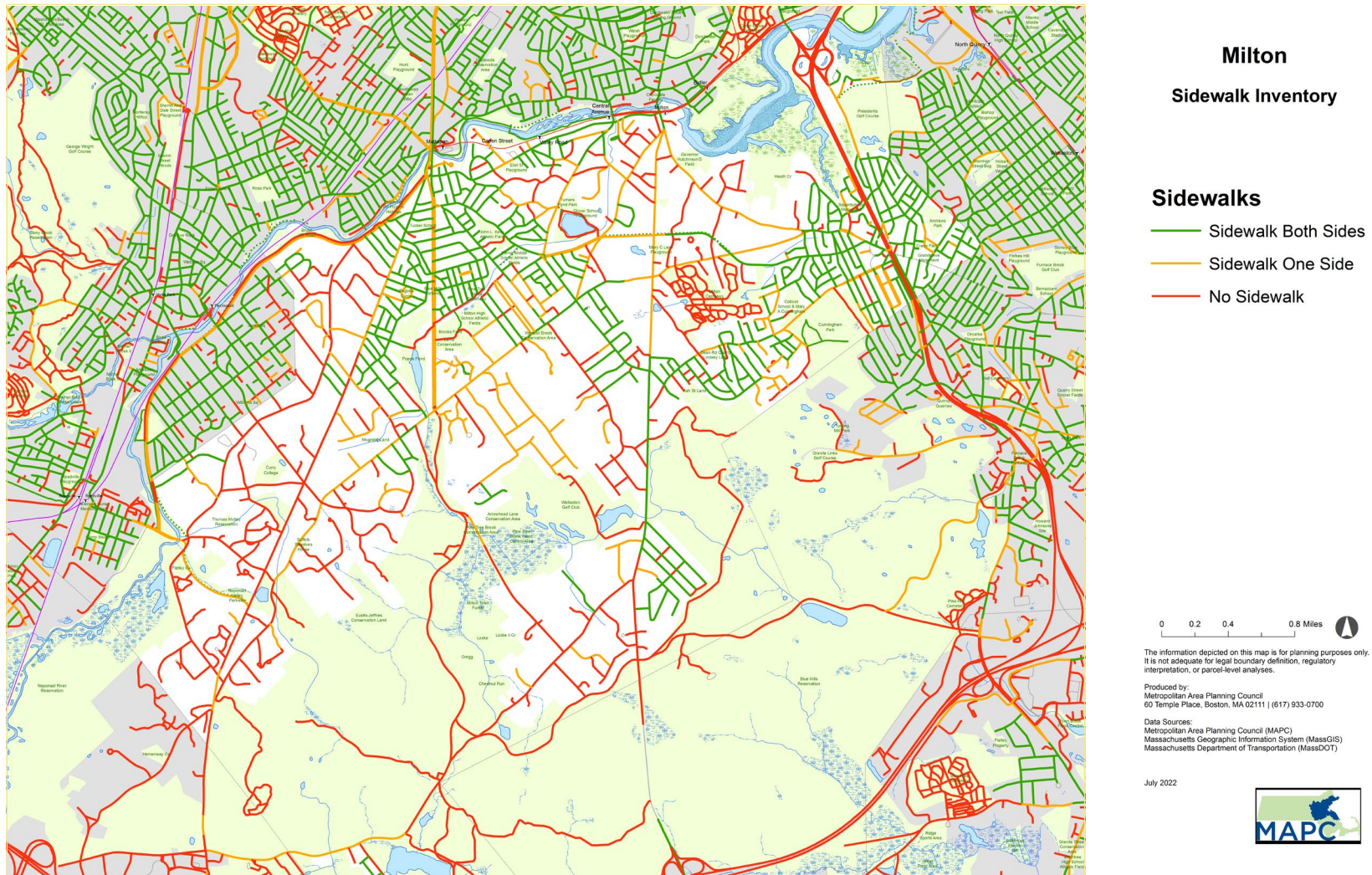


Figure 3

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](#).

Milton Bicycle & Pedestrian Plan

School Locations

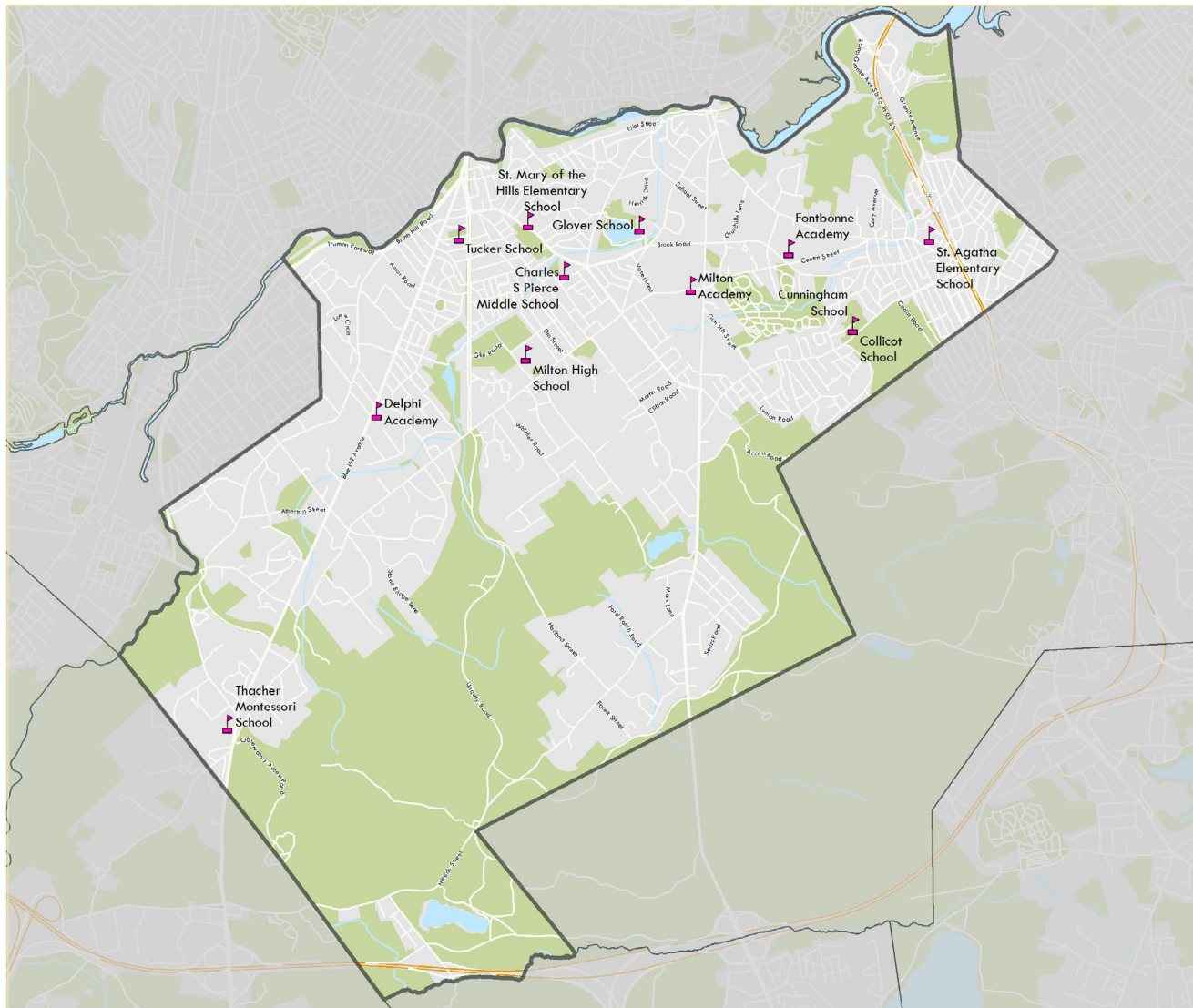


Figure 5

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

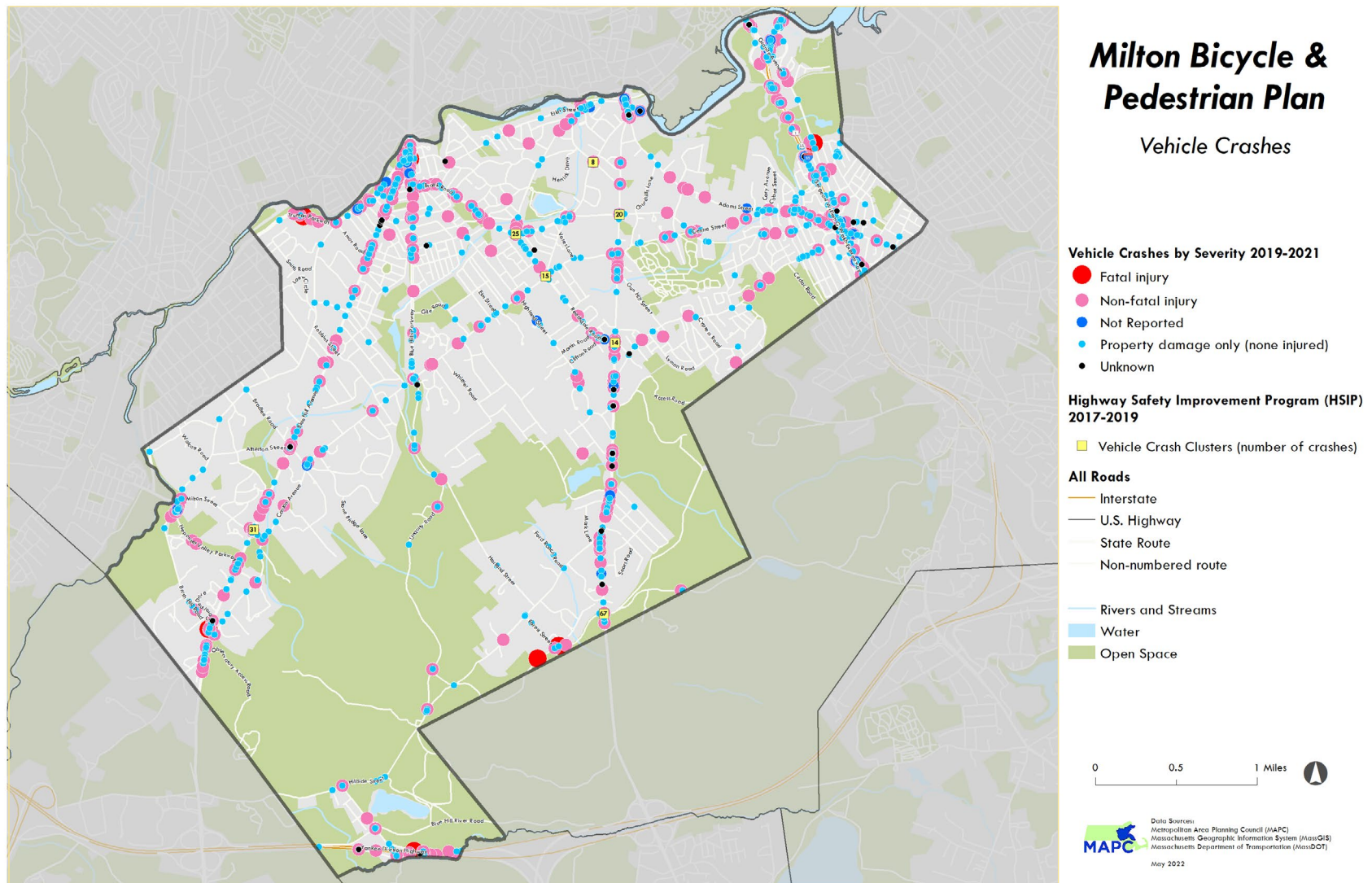


Figure 6

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.

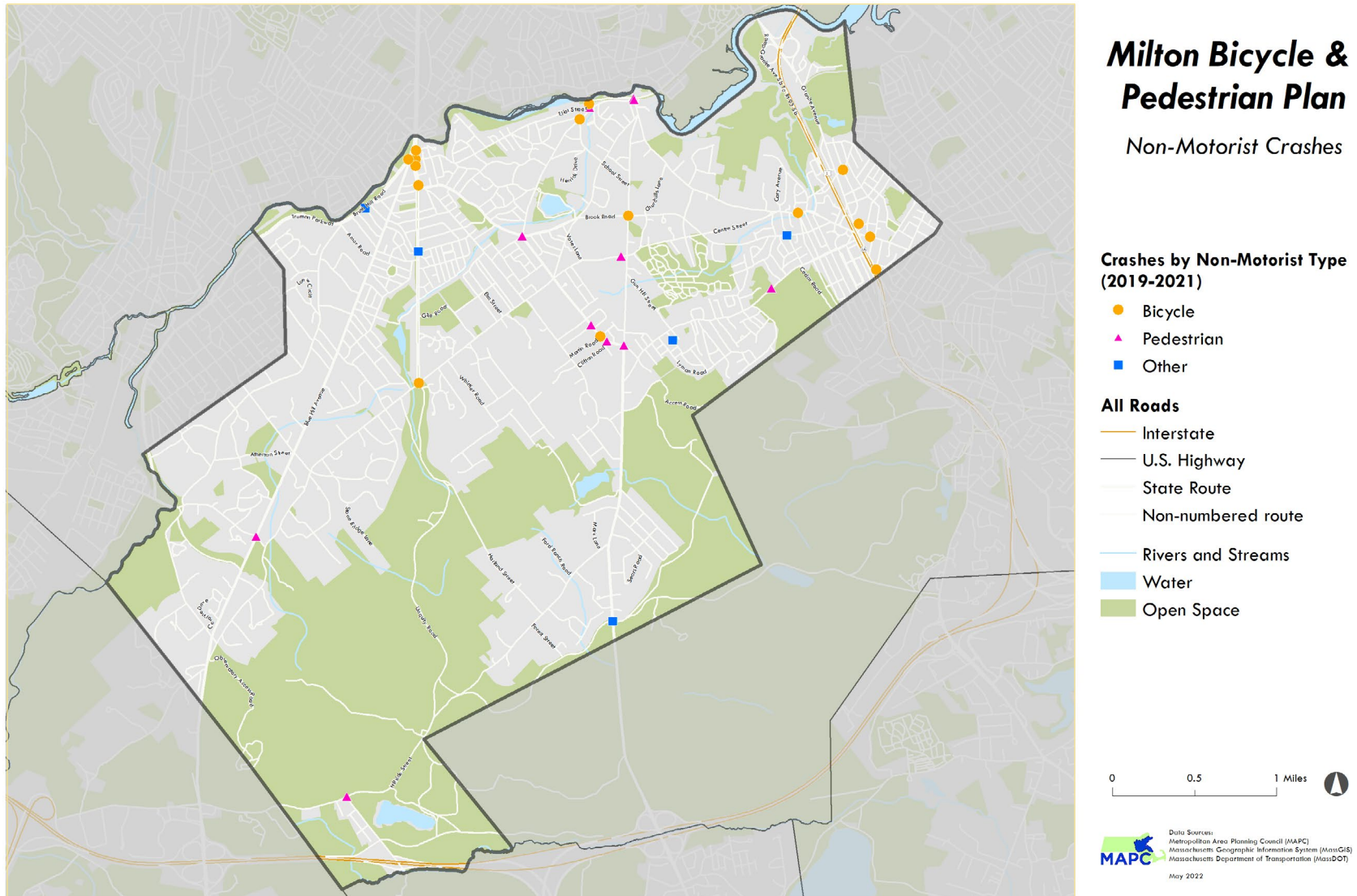


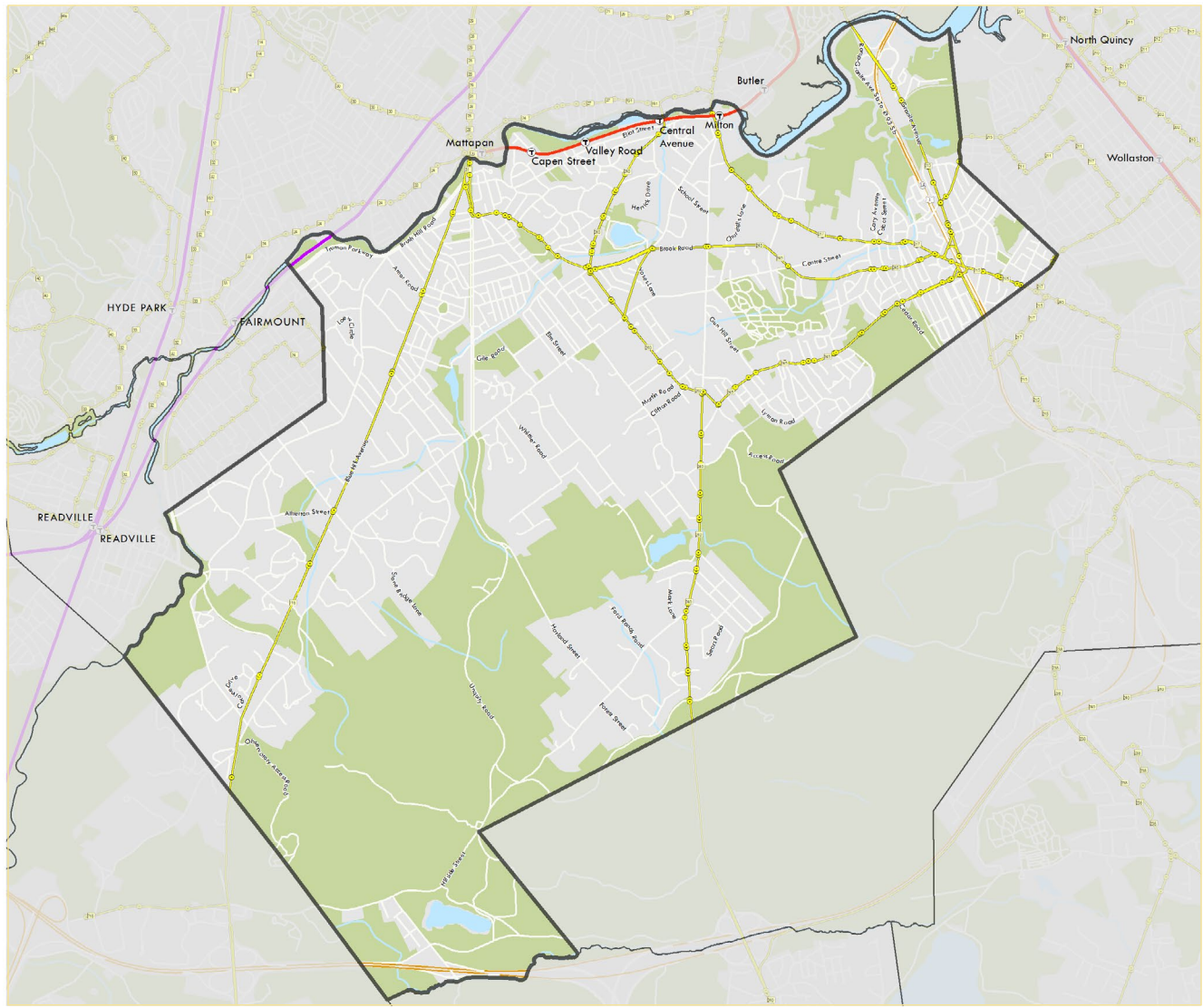
Figure 7

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.



Milton Bicycle & Pedestrian Plan

Transit Locations

- MBTA Rapid Transit Stations
- MBTA Rapid Transit Red Line
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Bus Stops
- MBTA Bus Routes
- Interstate
- U.S. Highway
- State Route
- Non-numbered route
- Rivers and Streams
- Water
- Open Space



Data Sources:
 Metropolitan Area Planning Council (MAPC)
 Massachusetts Geographic Information System (MassGIS)
 Massachusetts Department of Transportation (MassDOT)
 May 2022

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.

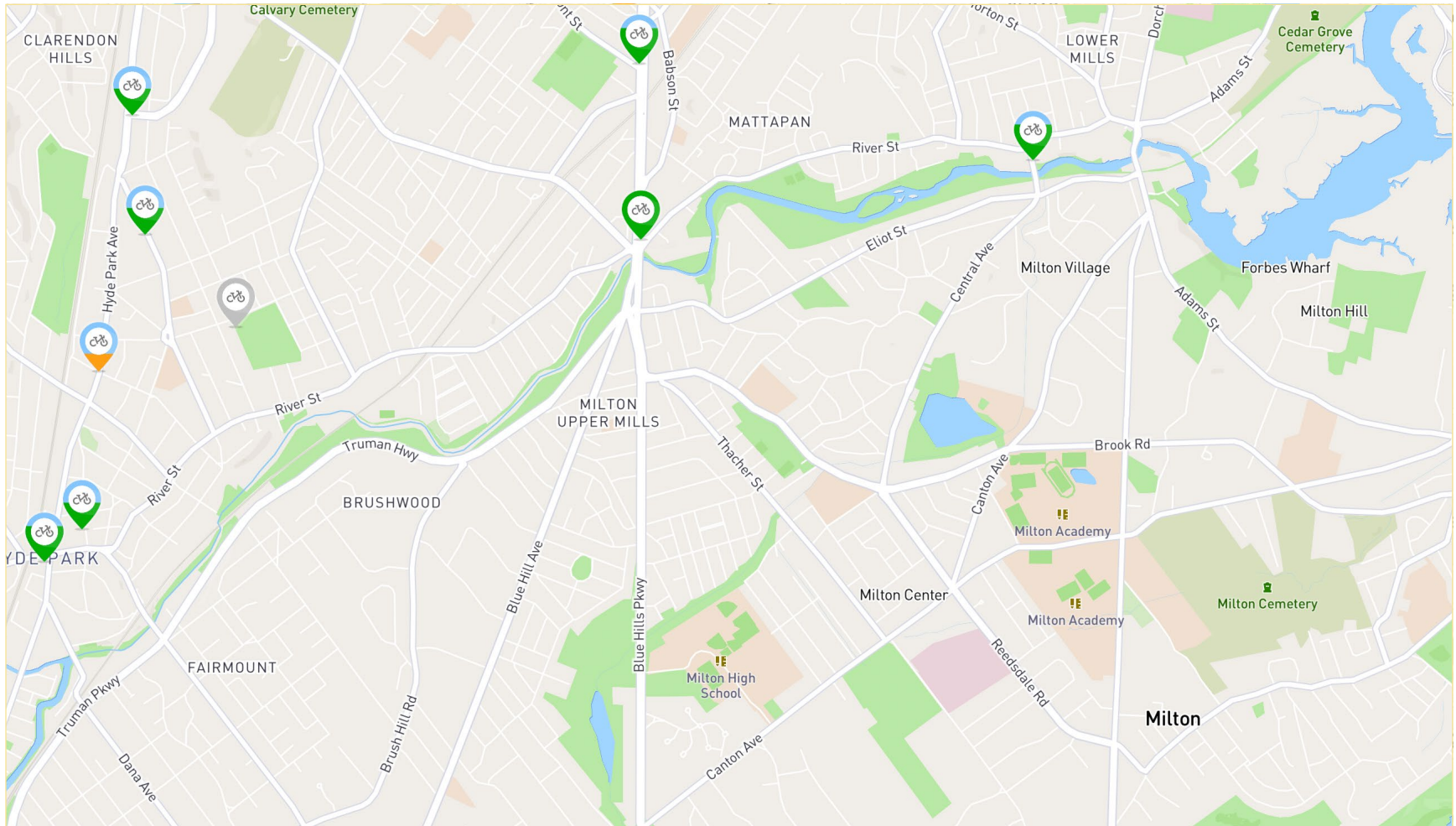


Figure 9. Map of BlueBikes Stations, October 2022

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.

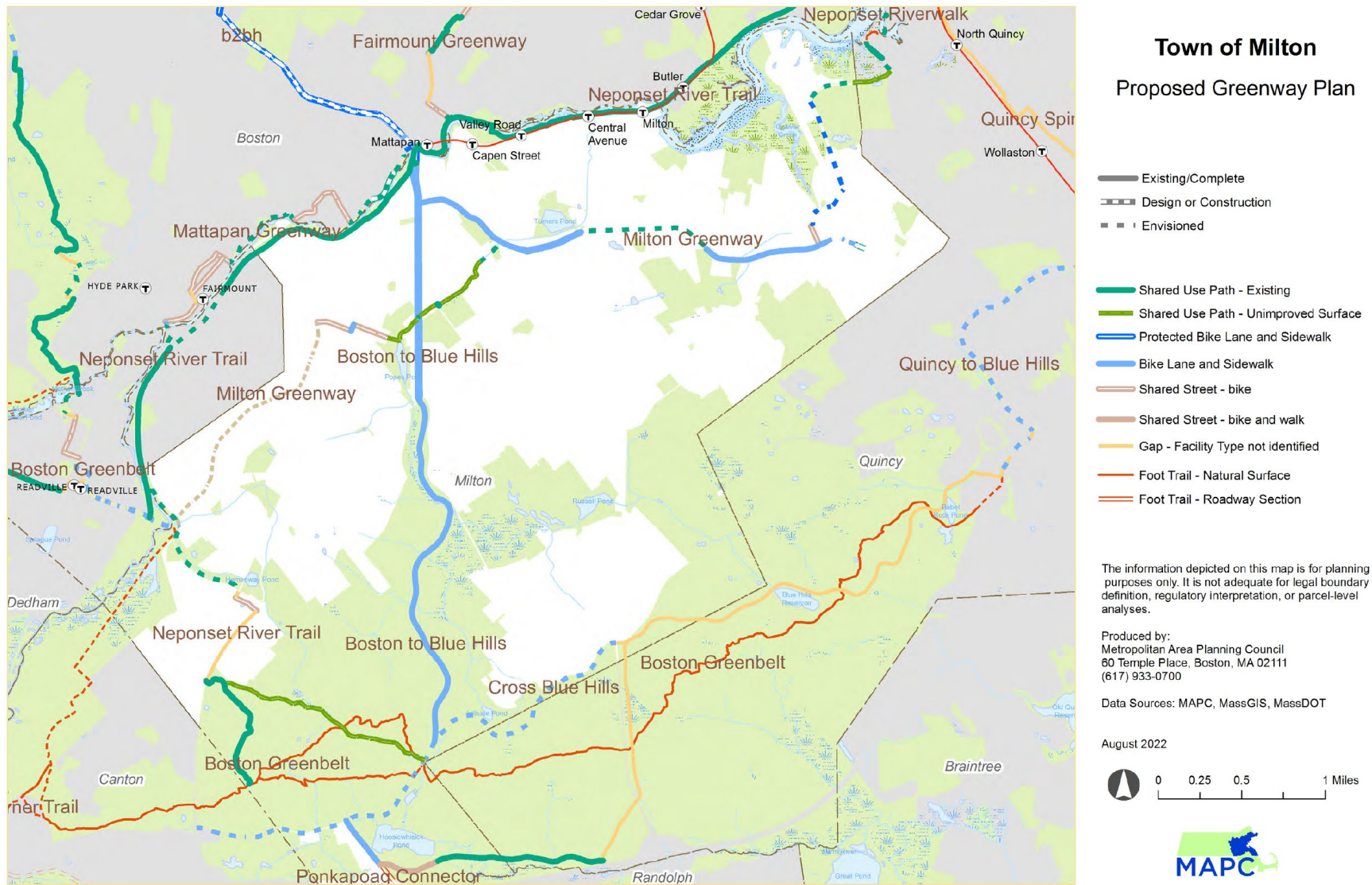


Figure 10

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.

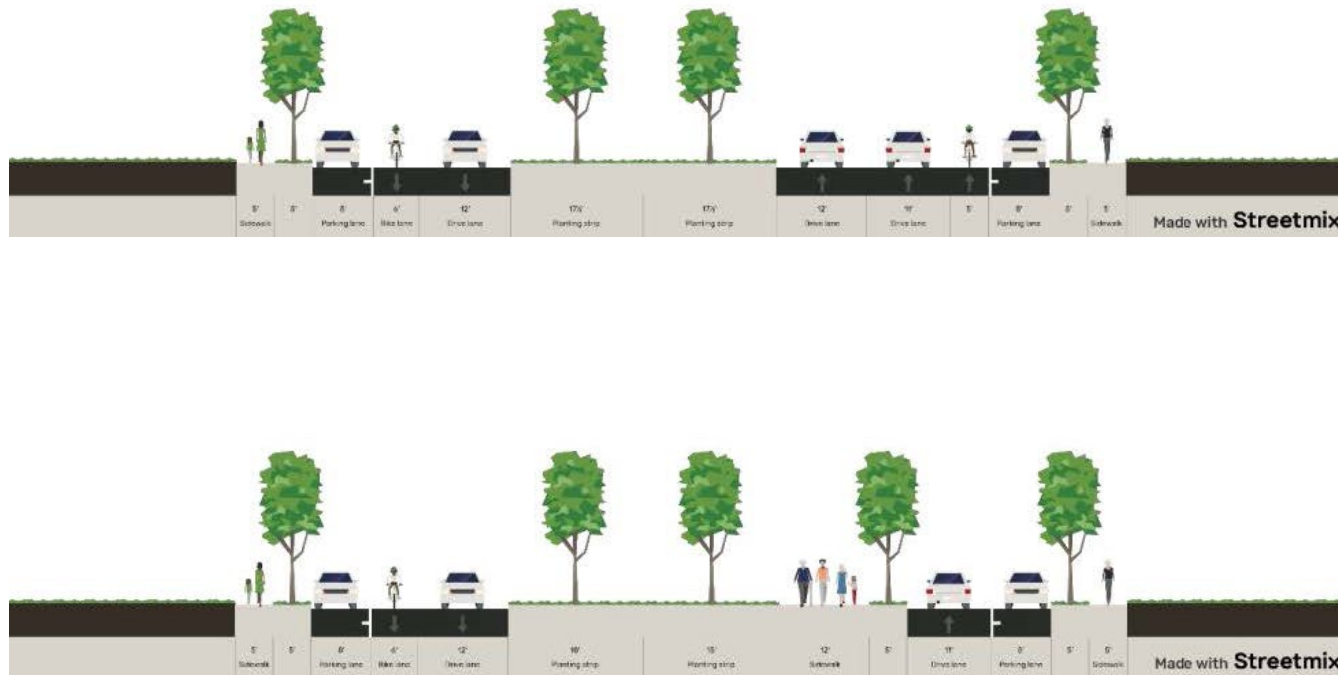


Figure 11. Blue Hills Pkwy, current layout (top) and a possible reconfiguration option (bottom)

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)

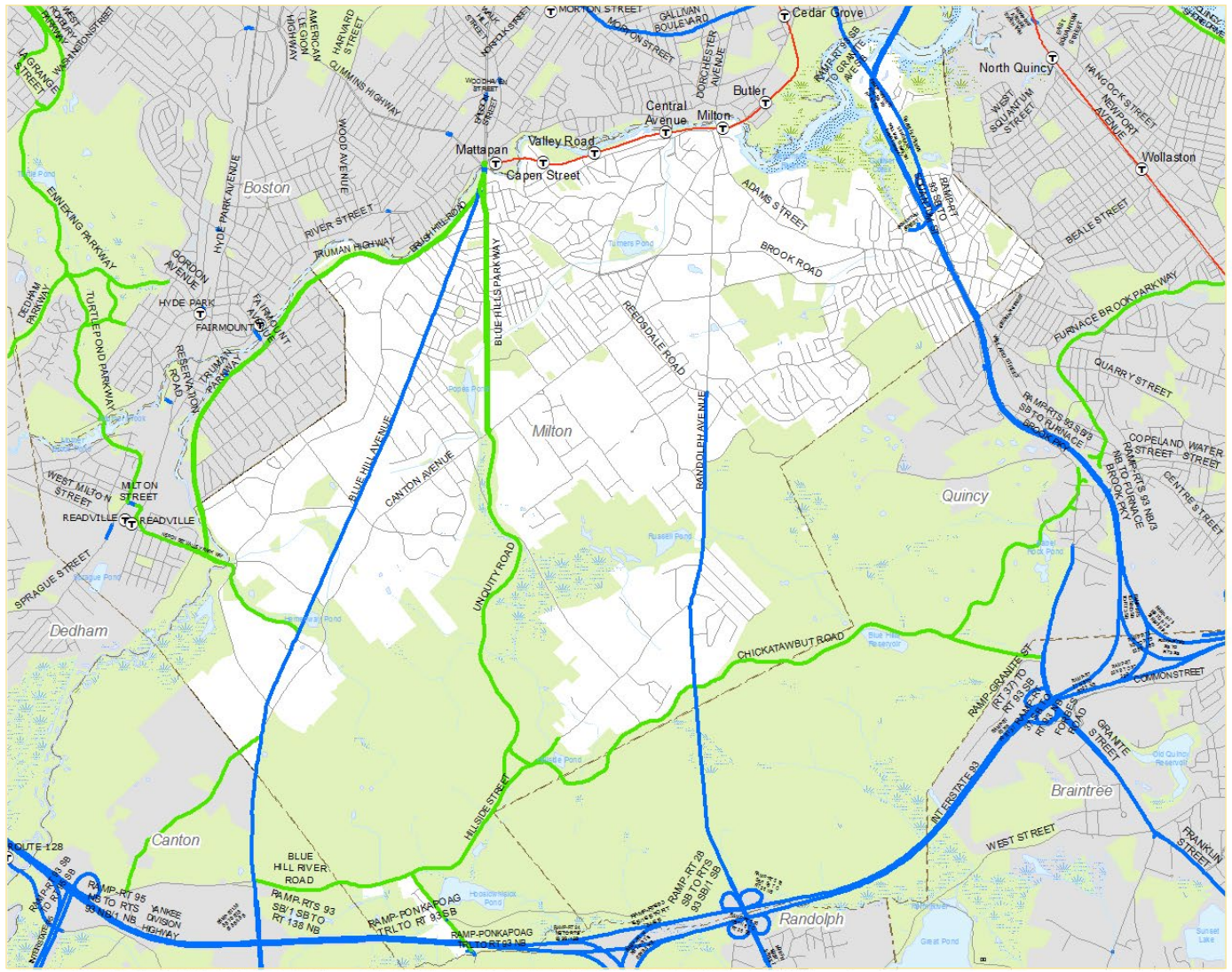
Route 28 is a four lane roadway through the heart of Milton. Four lane roadways provide significant barriers for pedestrians and cyclists. It's recommended to implement a road diet to improve safety for pedestrians, encourage slower traffic, and provide bike lanes.

- 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.



Town of Milton

Roadway Jurisdiction

Roadways

- City/Town
- DCR
- Federal
- MassDOT
- MassPort
- Other

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Produced by:
Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
(617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT

July 2022

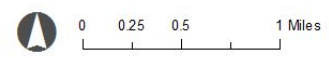
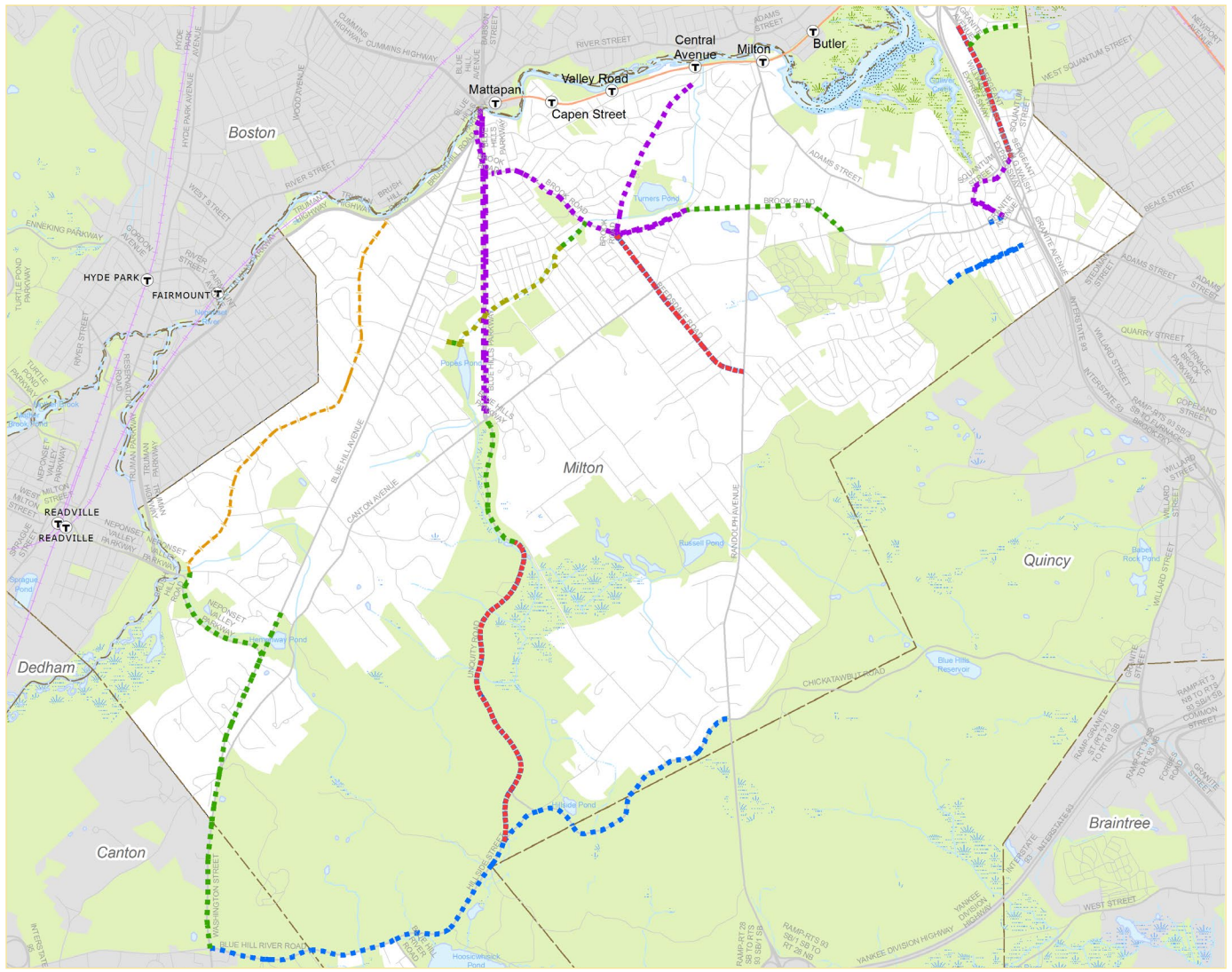


Figure 12



Town of Milton

Proposed Projects 2022 Bike/Pedestrian Master Plan

- Project Type**
- Shared Street - Varied treatments
 - Shared Use Path
 - Shared Use - upgrade woods path
 - Painted Bike Lane
 - Protected Bike Lane
 - Lane Reduction + bike facility

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Produced by:
Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
(617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT

October 2022

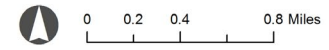


Figure 13

Town of Milton Bike and Pedestrian Plan Goals and Resources

Goal	Timeline	Funding	Resources	Examples
<p><u>Safe Routes to School</u> 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>	<p>Short-term (Fall 2022)</p>	<p>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></p>	<p>Visit Massachusetts’s <u>Safe Routes to School Program</u> webpage Milton SRTS Coordinator: <u>Vivian Ortiz</u></p>	<p>Lexington’s <u>Safe Routes to School Project</u></p>
<p><u>Quick Build Projects</u> 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>	<p>Short-term (Spring 2023)</p>	<p>MassDOT’s <u>Shared Streets and Spaces Program</u></p>	<p>MAPC’s <u>Collective Purchasing</u> MAPC’s <u>Statewide Contracts Guide</u></p>	<p>Barr Foundation report: <u>Quick and Creative Street Projects</u></p>
<p><u>Encourage Physical Activity</u> 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>	<p>Ongoing</p>	<p><u>Community Preservation Act Funds</u></p>	<p>WalkBoston’s <u>Age-Friendly Walking Initiative</u></p>	

Goal	Timeline	Funding	Resources	Examples
<p>Ingrain Bike Ped in All Projects 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.</p>	Ongoing/ Annually	Massachusetts Chapter 90 funds	USDOT FHA Toolkit	City of Cambridge’s Cycling Safety Ordinance
<p>Eliminate Barriers Address barriers to walking, biking and rolling for vulnerable populations through infrastructure improvements, policies, and programming.</p>	Ongoing			Boston’s Age Friendly Street Design of Cummins Highway
<p>Connect Regionally 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.</p>	Annually	WalkBoston’s Funding Opportunities for Mobility Improvements https://walkboston.org		
<p>Priority Projects within Milton Make progress on priority projects identified in the Plan. Emphasis on quick build projects and strengthening projects in the queue.</p>	Short-term/ Annually			
<p>Connected Greenway Network 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.</p>	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\[2\]](#).

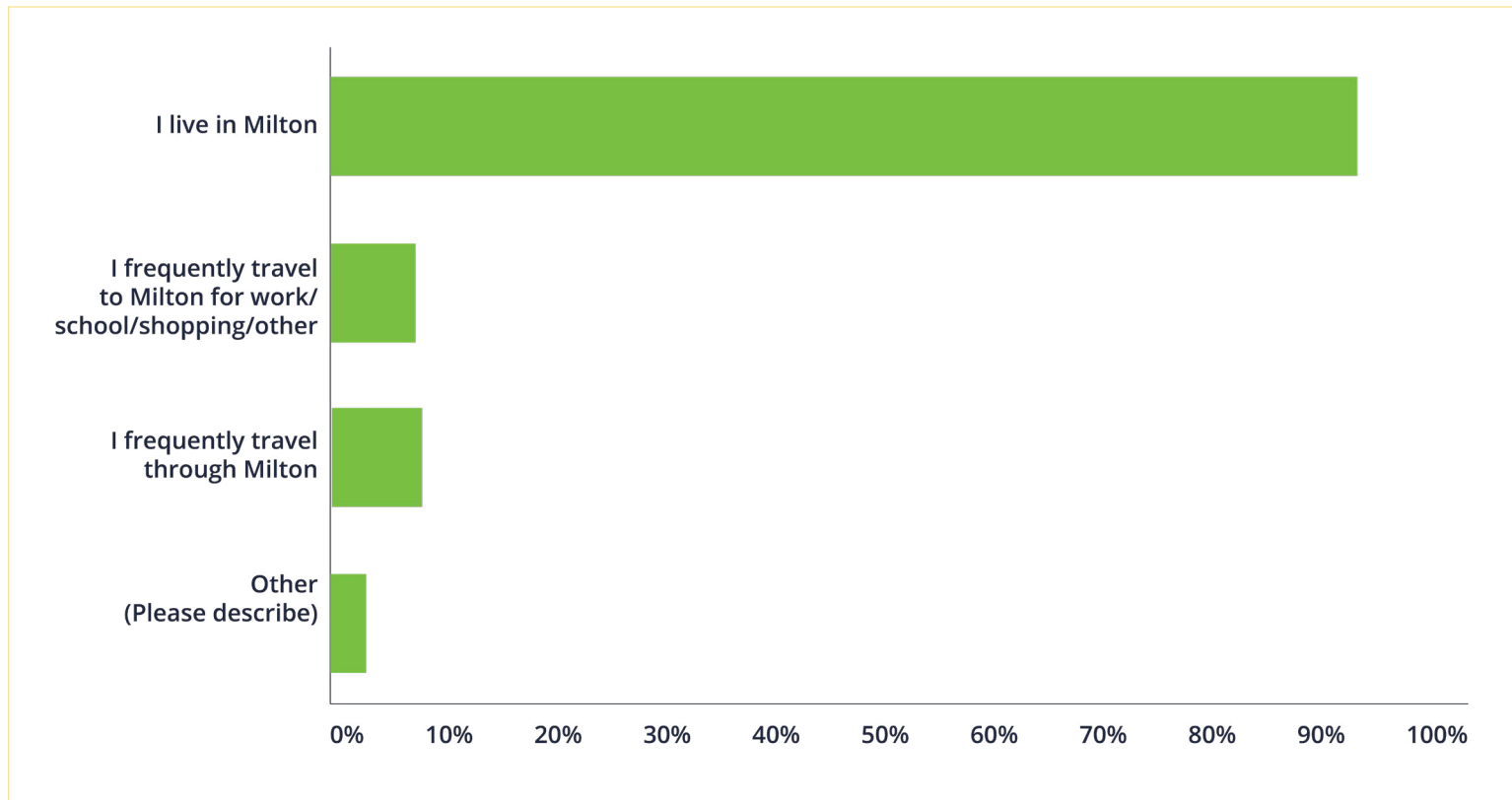
Appendix 2 — Complete Streets Policy

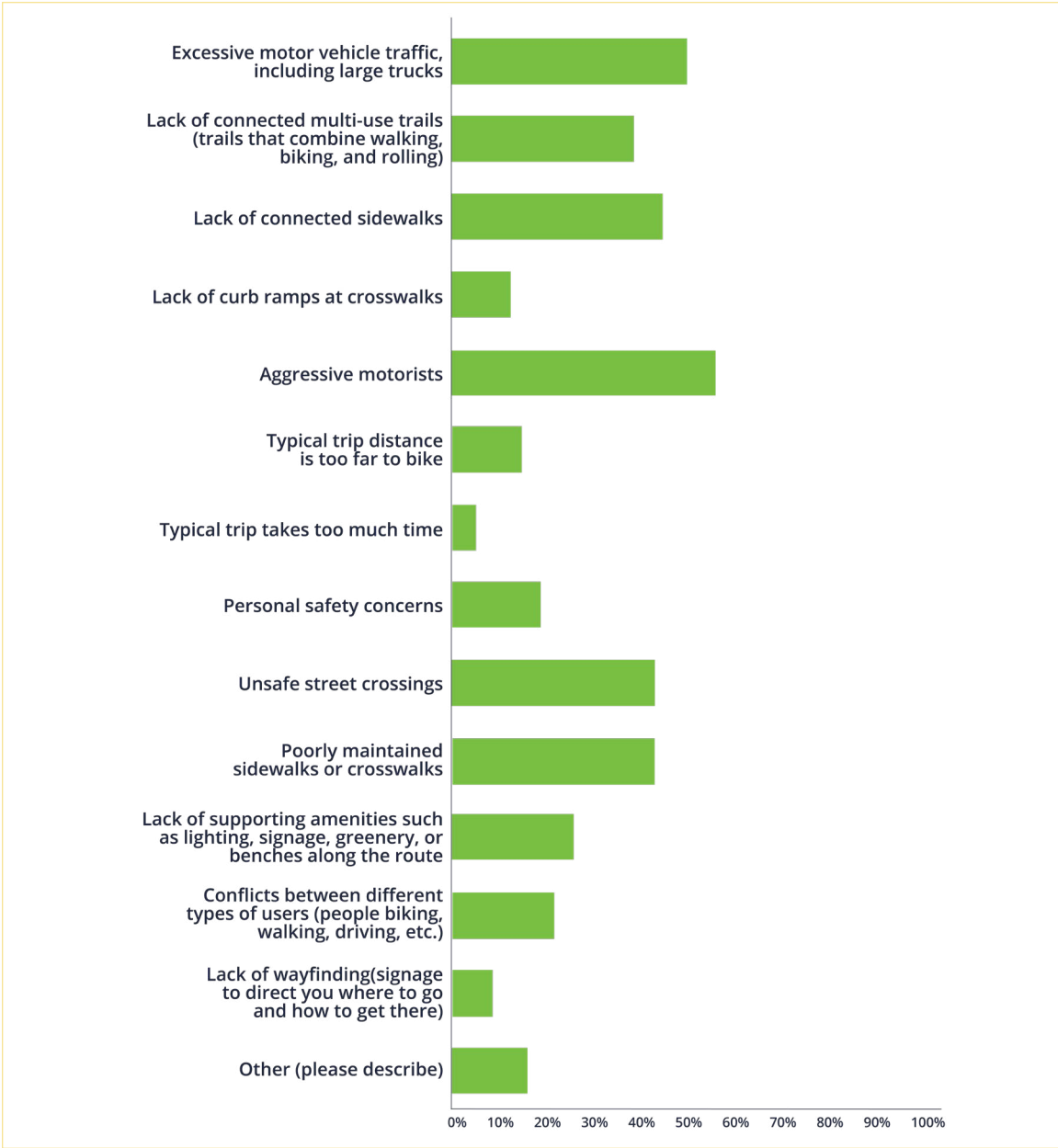
- [Town of Milton Complete Streets Policy](#)
- [More information about the MassDOT Complete Streets Status and Program](#)

Appendix 3 — Community Survey Summary

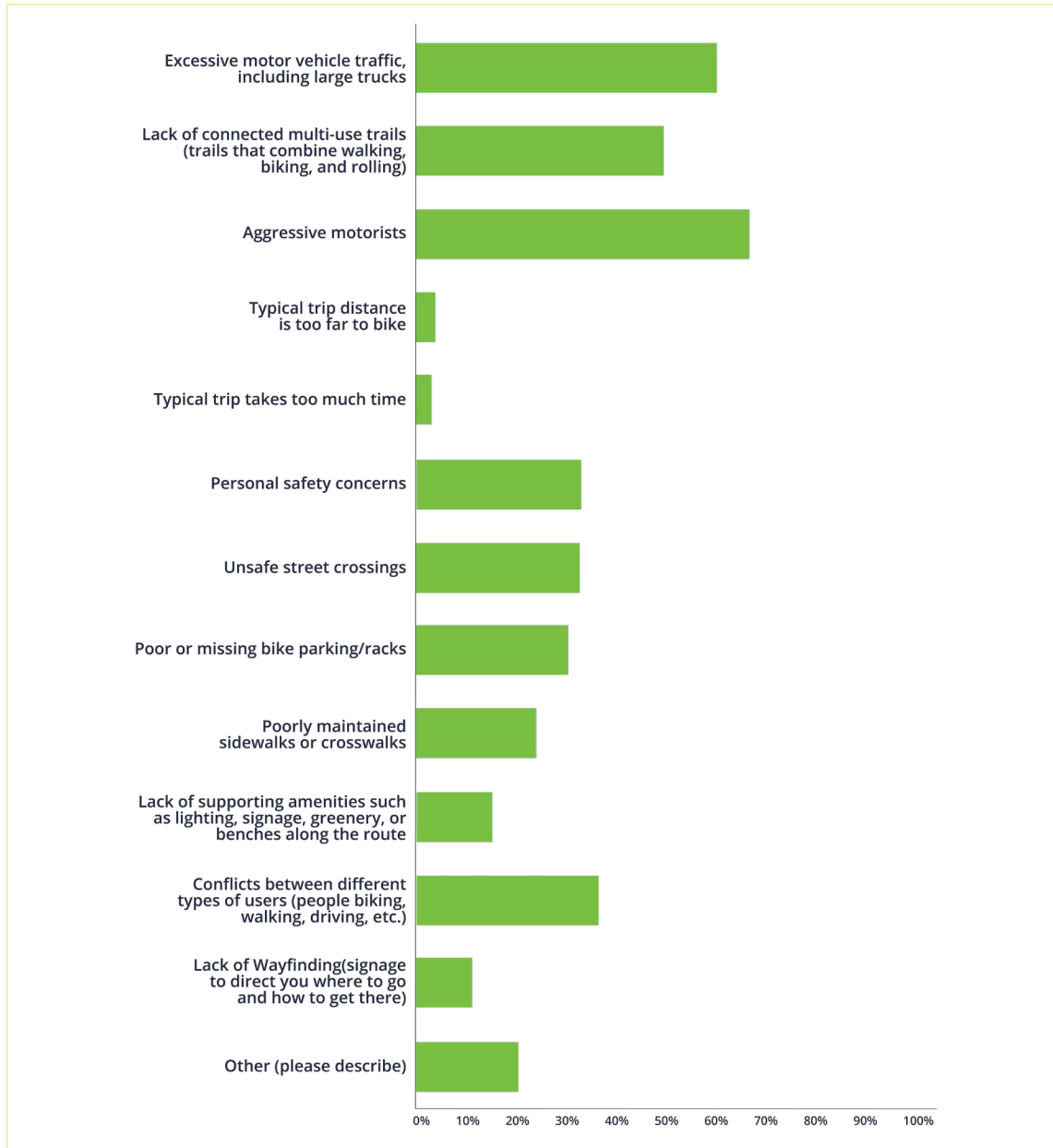
The Community survey for the Milton Bike and Pedestrian Plan was open from August 2021 through February 2022. The survey received 507 responses. A summary of each quantitative question is included on the following pages.

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





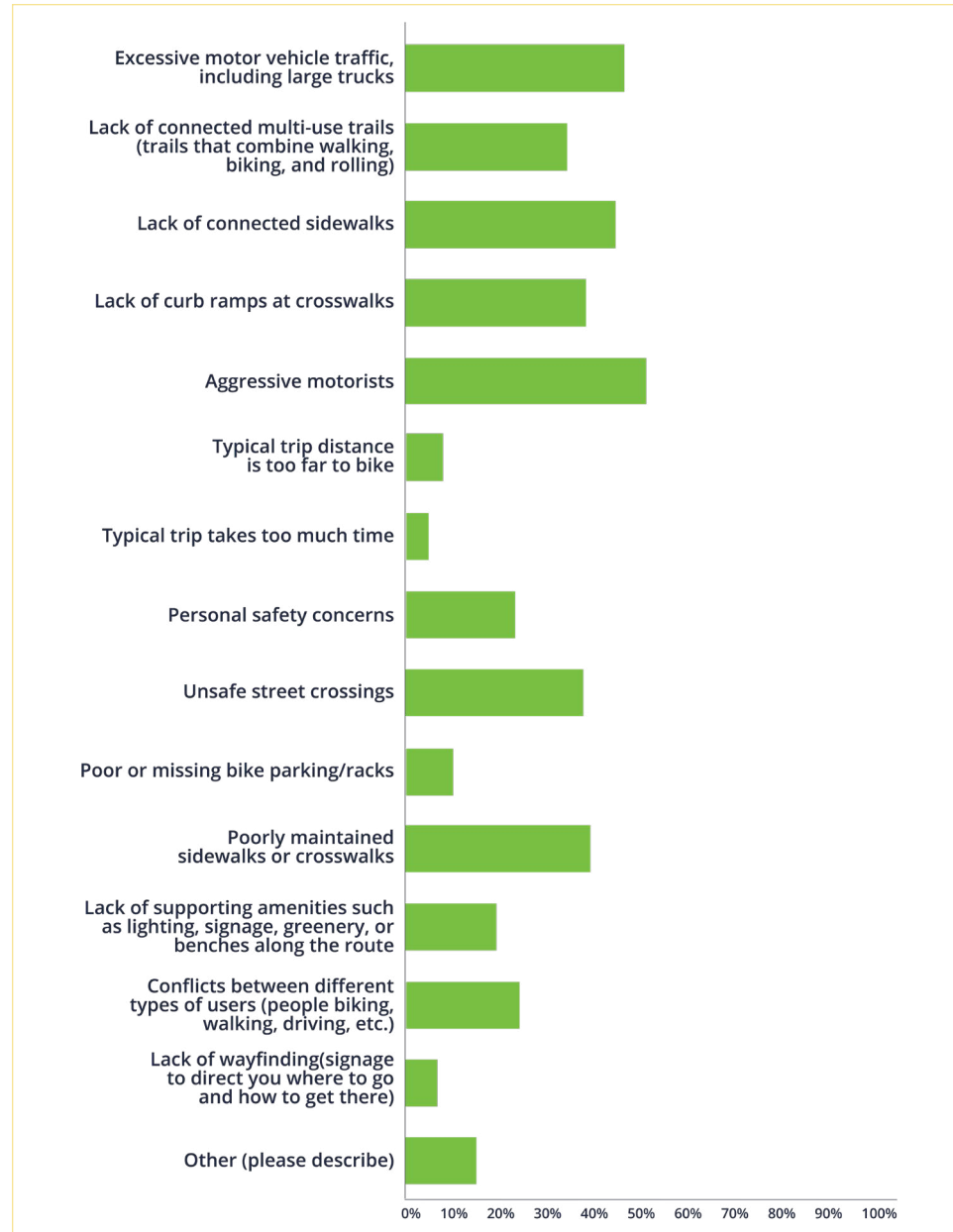
What are your concerns about WALKING in Milton? (Check all that apply)



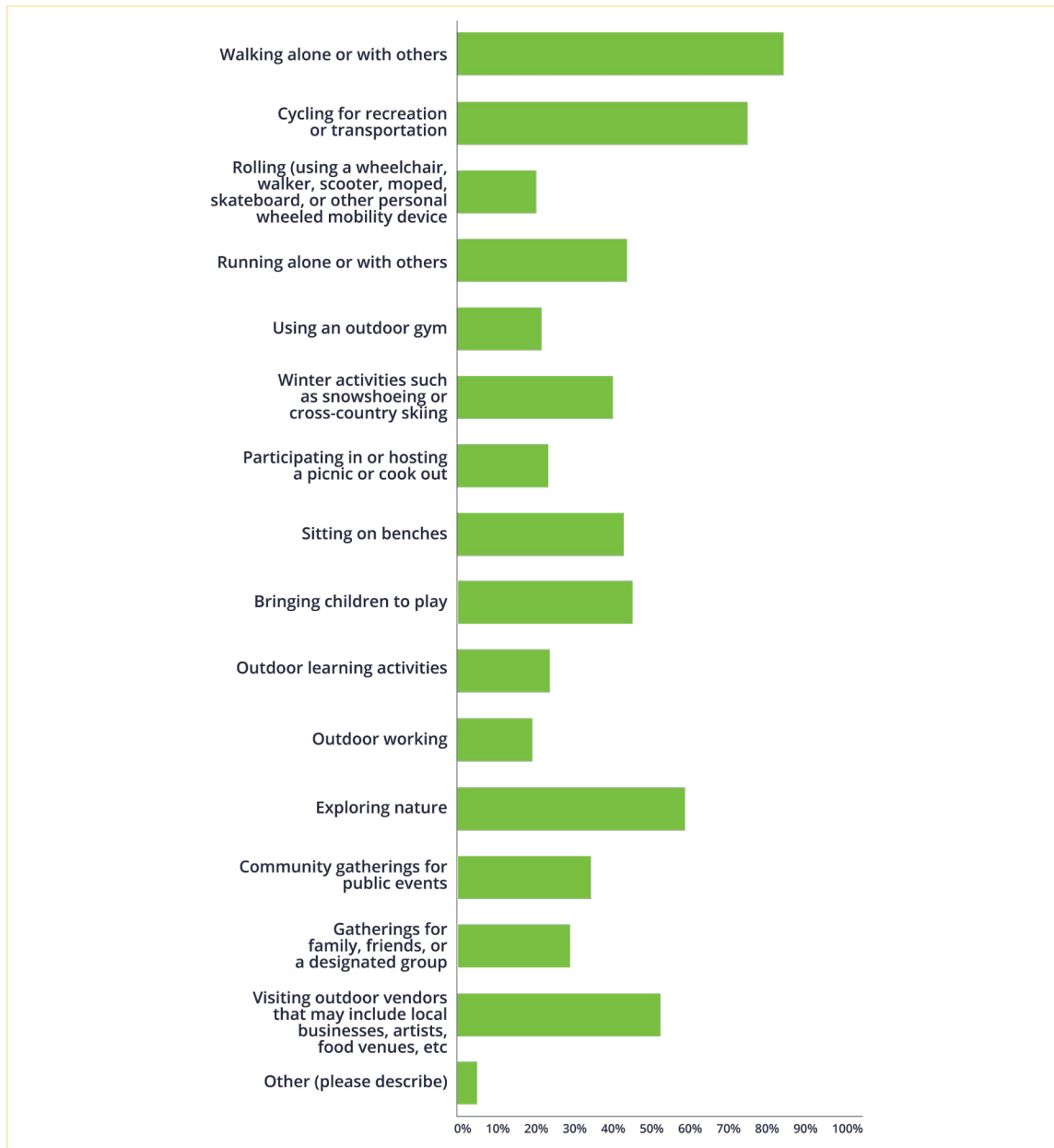
What are your concerns about BICYCLING in Milton? (Check all that apply)

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

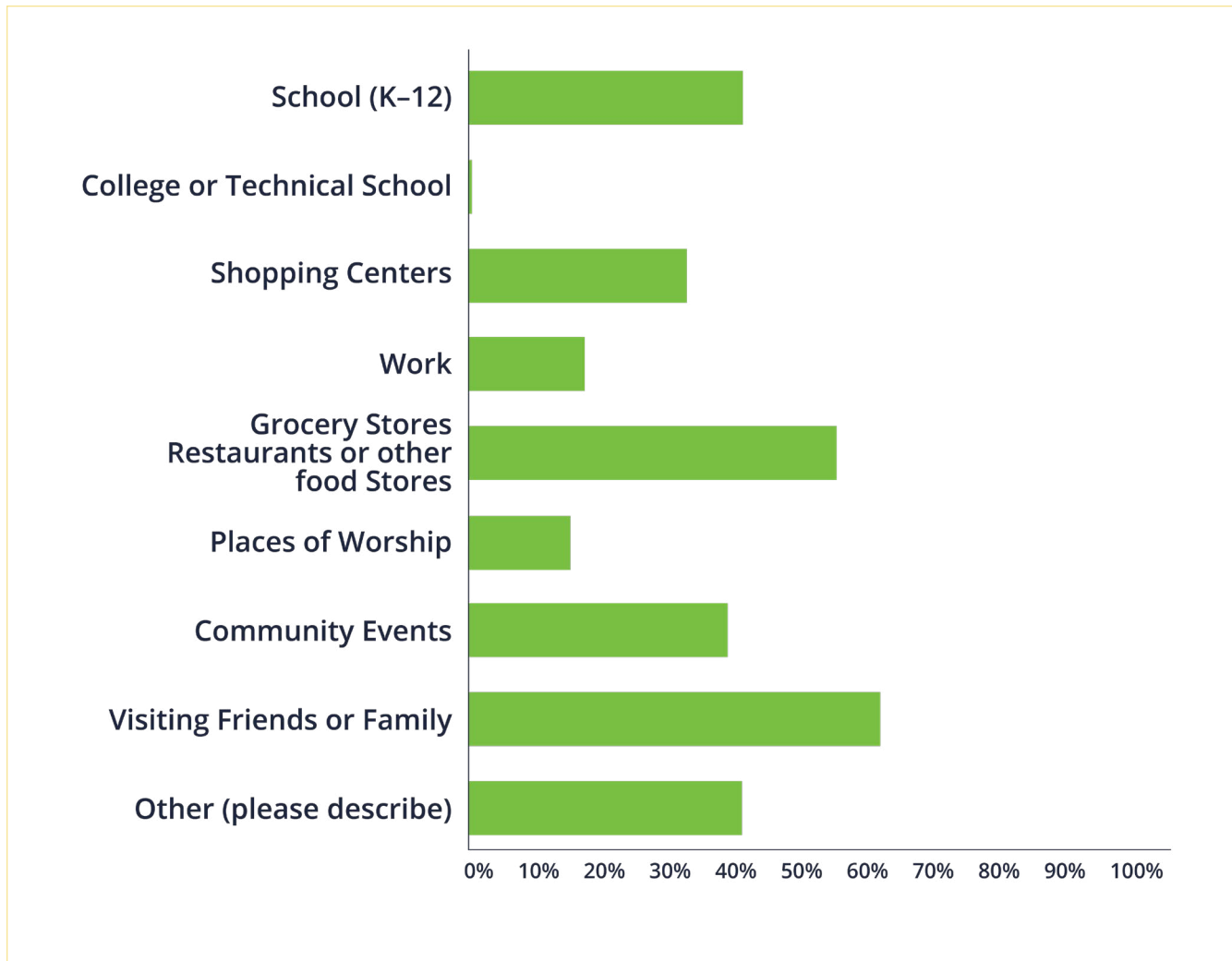
(By "rolling" we refer to other types of personal wheeled mobility besides bicycling, such as wheelchairs, walkers, scooters, mopeds, skateboards, and more.)



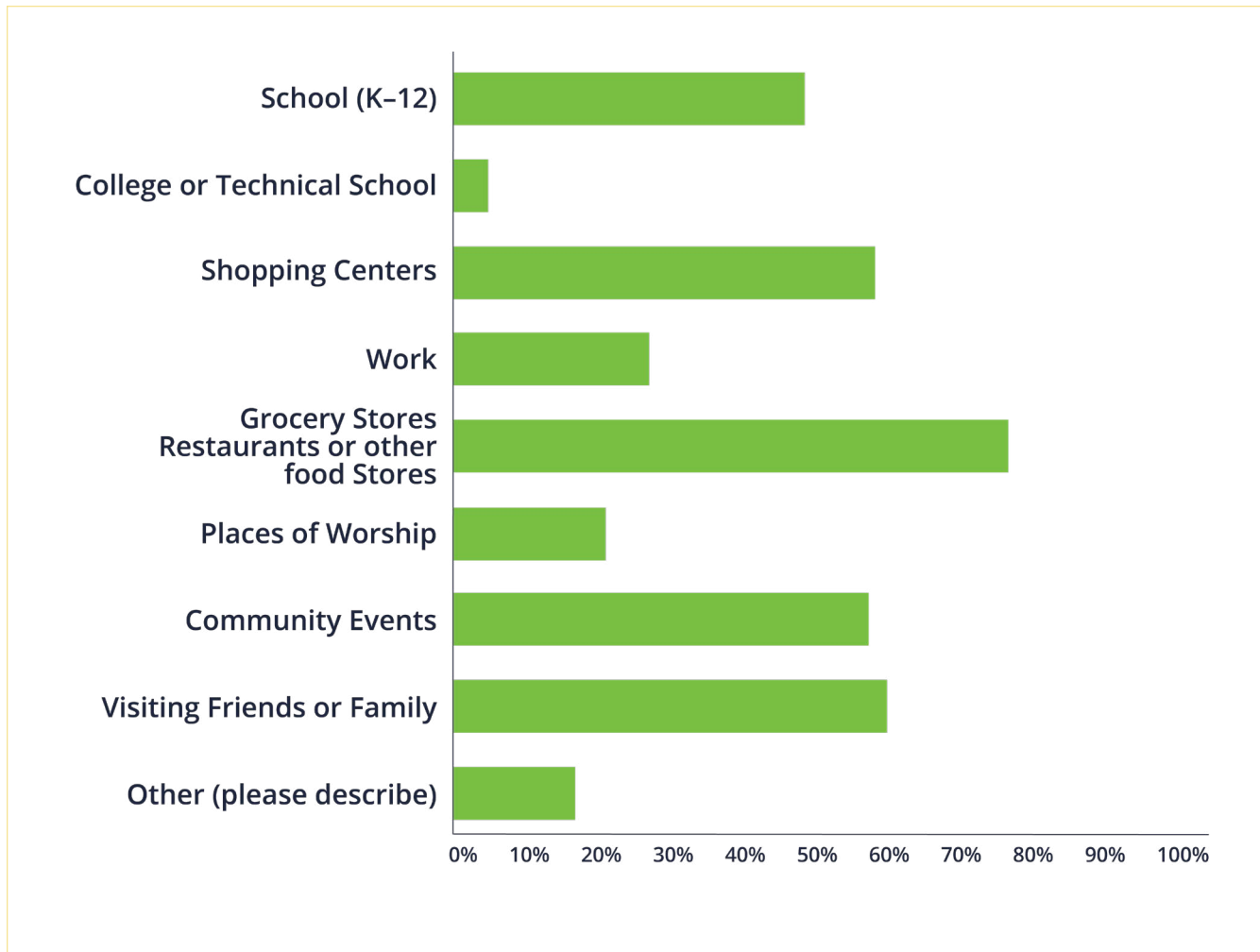
How would you like to use Milton's current and future trails? (Check all that apply)



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

