



**Complete Streets Funding Program  
Tier 3 Project Application  
Exhibit A - Scope of Work Narrative**

**Municipality Milton**

**Date 5/1/2018**

Please describe each project and how it achieves Complete Streets in your community. What are the community benefits? What are the modes being served? What is the asset condition, network gap, accessibility or safety issue that is being addressed? What populations and destinations will be served? How will the proposed infrastructure address the issues you have described? If applicable, provide additional information regarding how this project serves an Environmental Justice community or what school is within 1 mile, or senior facility within ¼ mile? (Save as a Word document, do not PDF). Include the eligible infrastructure codes; side of the street; width of sidewalks or bike lanes; and any other projects your project will connect to.

**Describe Projects in the order they appear on Tier 3 Project Application:**

**Project Rank # 8 Name: Milton Brook Walk - Part B: Lincoln Street Sidepath & Pierce SUP**

The Milton Brook Walk is a proposal submitted by a community member to capitalize on the existing bodies of water in Milton by connecting them into a pathway across the Town. The idea was included in the Milton Master Plan and has been implemented partially since its inception in 2004. The entirety of the path is proposed to begin at Ulin Rink to the Neponset River Trail at Central Avenue.

Part B (Lincoln Street & Pierce SUP) is a project that resulted from this idea and is highly prioritized by the Town of Milton due to the known presence of schoolchildren due to nearby schools and fields, combined with reported safety issues with cut-through traffic and the lack of grade separation. An on-street connection is required along this part of the Pine Tree Brook due to constrained right of way and feasibility. Users of the Pine Tree Brook Path are currently forced off the path at Winthrop Street into a neighborhood that has been identified to have many children walking to school. This project is supplemented by the proposed *Thacher Street Traffic Calming* projects, including traffic calming and crossing improvements to Warren Avenue, which will allow users to safely cross to Lincoln Street after traveling along the high comfort, local Winthrop Street.

Lincoln Street is a one-way, approximately 20-foot wide street with parking on one side and an at-grade sidewalk on the other. This project proposes the reconstruction of the sidewalk on the northbound side to create a 750-foot long 10-foot wide two-way shared use side path. Existing sidewalks are not grade separated with curbing, so cars park on sidewalks and students are less protected from reported cut-through traffic. Permitted parking would be switched to the southbound side of the road in between utility poles.

Proceeding on from Lincoln Street, the project proposes upgrading the sidewalk along Pierce Middle School to a two-way shared use path and coordinating with the Milton School Department to build off-street shared use paths along the empty Town-owned parcel at corner of Lincoln Street and Brook Road and along school property. This would provide pedestrians and bicyclists with a safe alternative to riding on the heavily traveled, four-lane Brook Road. Upon safely arriving at the intersection of Brook Road, Central Avenue, and Reedsdale Road, pedestrians and bicyclists can be connected to the bicycle lanes on Central Avenue ahead of the path at Turner's Pond.

This project also proposes the installation of ADA-compliant curb ramps across Lincoln Street and at the three Pierce Middle School access points. Since Lincoln Street is one way in the northbound direction, a curb extension will be provided on the left side of the road where it meets Brook Road near the MBTA bus stop.

This work includes (a) reconstruction of the existing sidewalk into a sidepath on Lincoln Street, including vertical granite curbing (P1, B10), (b) construction of the shared use path along Pierce Middle School (B10), (c) ADA compliant curb ramps and crosswalks across all side streets and driveway entrances (P2, P3, P9) and a curb extension (P8, S6).

Lincoln Street serves as a western border for an environmental justice census tract for low minority populations and there are six schools within 1 mile. Construction for this project is estimated at \$192,700.

### **Project Rank # 12 Name: Thacher St Corridor Improvements: Traffic Calming and Pedestrian Improvements**

Thacher Street provides a direct north-south connection from the north of Town at Brook Road/Blue Hills Parkways to Canton Avenue and is positioned in between the Pierce Middle School and Milton High School, as well as several residential neighborhoods. Thacher Street was identified on the WikiMap as being used by students to access both schools and sport fields, and as a route where vehicles speed on the straight-away.

To provide traffic calming, this project proposes to restripe the lane markings to narrow the vehicle lanes, which would also provide more space for cyclists. The existing cross section of Thacher Street includes a wide northbound lane and off-center double yellow center line. Where shoulders are not present, the lane width measures 16 feet. To provide more awareness of cyclists in the roadway, this project proposes to stripe shoulders to narrow lane width and install sharrows and "share the road" signage to alert vehicles to bicycles and pedestrians.

In addition, non-compliant curb ramps along Thacher Street will be reconstructed at all side streets to improve pedestrian safety and mobility. While the street provides sidewalks, most curb ramps appear to be non-compliant for various reasons. Many existing crosswalks are faded or non-existent at these crossings, so crosswalks will be repainted for increased visibility. Finally, pedestrian crossing signage will be installed at all crosswalks across Thacher Street, including at the existing tabled intersections at Darby Road and Houston Avenue.

This work includes (a) reducing lane width for traffic calming (S17), (b) the installation of sharrows and signage alerting vehicles to slow down due to the presence of bicyclists and pedestrians at crossings (S7, B8), (c) re-construct ADA compliant curb ramps and stripe/re-stripe crosswalks (P2, P3, P9).

The northwestern half of Thacher Street lies within an environmental justice census tract for low minority populations. There are six schools within 1 mile, and Milton Residence for the Elderly and Beth Israel Hospital-Milton are within a ¼ mile across the street from Thacher at the intersection with Canton Avenue. Construction for this project is estimated at \$104,300.

**Project Rank # 30 Name: Reedsdale Road @ Hospital: Pedestrian and Transit Improvements**

In an effort to improve pedestrian and transit access to the Beth Israel Deaconess Hospital in Milton, this project proposes to widen the sidewalk on the northwestern corner of the hospital entrance on Reedsdale Road to provide more space for an ADA accessible landing zone and bus shelter at the heavily used Route 240 and Route 245 bus stop. In addition, a curb extension will be constructed to slow traffic at the hospital entrance, shorten the crossing distance across Reedsdale Road, and provide an extension for pedestrians boarding and alighting the bus. Currently, there is no crosswalk across Reedsdale Road at the hospital entrance; to the north, the closest crosswalk is at the intersection of Canton Avenue and to the south, no pedestrian crossing is available until Randolph Avenue, which is over 0.4 miles away. To provide better pedestrian safety and connectivity at this high demand location, this project proposes to install a HAWK signal, high visibility crosswalk, and ADA-compliant curb ramps across Reedsdale Road at the existing bus stop/hospital entrance. Coordination with the MBTA will be required to relocate the existing bus stop approximately 50 feet north to create space for the proposed crosswalk. This project is scheduled to apply for Tier 3 funding in 2018 and is estimated at \$102,700.