

**TRANSPORTATION BOARD MEETING**  
**Thursday, February 4, 2016 @ 7:00 PM**  
**MLK Room, Main Entrance, Brookline High School**  
**100 Greenough Street**

Meeting was called to order. Present was:

Transportation Board  
Joshua Safer, Chairman  
Pamela Zelnick, Vice Chairman  
Christopher Dempsey  
Gustaaf Driessen, PE  
Scott Englander  
Ali Tali, PE

**Town Staff:**

Todd M. Kirrane, Transportation Administrator  
Peter M. Ditto, Director of DPW - Engineering & Transportation  
Daniel Martin, Transportation Engineer  
Priscilla Ayati, Administrative Assistant  
DS Myles Murphy, Police Department Traffic Division  
Andy Martineau, Commercial Areas Planner

**PUBLIC COMMENT PERIOD**

No public comment

**MEMBER UPDATE**

- Mr. Tali stated that the Open Space plan had a public hearing and a second meeting will be on Monday and then the committee will begin the process of updating the plan.
- Mr. Englander stated that the Complete Streets Study Committee had a public hearing last night and will be meeting in the next week or two to tweak and finalize the draft policy and send it to the Selectmen for approval.

**DPW UPDATE**

- Peter Ditto, Director of Engineering & Transportation stated that the division is putting together a long range draft roadway reconstruction plan based on the Town's pavement condition index report.

**DISCUSSION AND ACTION ON REQUEST BY EDWIN DEAN OF 447 WASHINGTON STREET FOR THE CREATION OF A NO PARKING ANYTIME ZONE FOR DRIVEWAY PROTECTION PURPOSES**

- Transportation Administrator Kirrane stated that Edwin Dean a resident of 447 Washington Street request the creation of NO PARKING ANYTIME zone on either side of the driveway for 447 Washington Street to create a driveway protection zone and improve sightlines for exiting vehicles. The driveway is shared between multiple condo units and houses 54 vehicles in two parking lots. Previous Condo association members had submitted a similar request in 2010 which was denied by a previous Board because there was no documented history of driveway blocking or accident history.

Staff has updated the previous 2010 report to include new updated sightline measurements and accident history from 2009 to 2015. As the report demonstrates there has been no accident history or driveway blockage reported to the Brookline Police Department. While the sightlines the existing stopping sight distance is adequate, the intersection sight distance guidelines are deficient looking right when vehicles are parking near the driveway. Furthermore the intersection sight distance looking left is obstructed by a curve in the road and on street parking. Driveways with restricted intersection sight distance are common in an urban environment and without a documented accident history staff normally recommends against these requests because of the detrimental impact on the limited parking supply if every request was granted.
- Edwin Dean, the petitioner stated that he submitted the request with the unanimous support in his building and the two other buildings that share the driveway. Vehicles exiting the driveway do not have a clear view of pedestrians as they exit the driveway because of the building on one side and a tall fence on the other and do not have a clear view of motor vehicles as they cross the sidewalk because of vehicles typically parked on either side. They normally park right up to the driveway. This is dangerous for the vehicle exiting the driveway, the pedestrians, cyclists in the bike lane, and motorists on the public way.
- John Phillips, a resident of 447 Washington Street stated that he is a longtime resident and believes it is by luck that there is not an accident history. The most dangerous time is in the morning because of the school age pedestrians on the sidewalk and you cannot see them as you exit the driveway. He stated that the Albert Corporation approached them requesting the installation of mirrors on their property to improve sightlines. Instead he prefers the NO PARKING ZONE for 5 feet on either side, the painting of the sidewalk to bring the existence of the driveway to the attention of the pedestrians, and painting of the curb line as well.
- Eran Segen, a resident of 439 Washington Street stated that he brought this to the Albert Corporation's attention because he recognized the safety concern at this location. His main concern is for pedestrian safety because the building is brick and built up to sidewalk and the residents of 447 Washington Street installed a tall fence a couple years ago which means there is no visibility of pedestrians walking down the sidewalk and

the motor vehicle exiting the driveway. He does not believe that a lack of an accident history plays any part in this decision. He believes that the best solution is to install mirrors on the building and fence but for some reason the Board members of 447 Washington Street and the Albert Corporation are unable to reach an agreement on this issue. He would like to know if it is within the jurisdiction of the Transportation Board to require private property owners to install driveway mirrors and signage to alert motorists exiting the driveway that pedestrians may be present.

- Bruce Haimonity of 441 Washington Street stated that he supports Mr. Segen's proposal for the mirrors and signage on the driveway and does not support the creation of NO PARKING ZONE because he uses these spaces to access his apartment from the front during the day and there is limited amounts of parking to begin with and he does not want to lose more because private owners refuse to address the situation on their property in a less obtrusive and cost effective manner.
- Ellen Ball, a resident of 441 Washington Street inquired into the possibility of installing traffic calming measures on Washington Street to slow motor vehicle traffic and improve pedestrian safety at the intersection of Washington Street and Greenough Street.
- Ernie Frey, a Town Meeting Member stated that this intersection is unsafe and traffic calming should be considered to improve safety at this location. He agrees that exiting the driveway is unsafe because of the lack of sightlines and while he loathes to loose on-street parking he believes the Board should error on the side of safety and caution and therefore grant the request. He believes that the Board should actually remove both parking spaces to the right of the driveway to improve sightlines for the driveway and the crosswalk.
- John Phillips stated that they did discuss with Albert Corporation the idea of the mirrors but they did not solve all of the issues, just the sidewalk issue and therefore they did not go far enough in their opinion and they decided to pursue the removal of parking instead.
- Thomas Vitolo, a Town Meeting Member stated that he walks past this driveway with his children and wife daily and while he appreciates that the mirrors will not solve all problems, but he does not understand why the residents of 447 Washington Street would not install mirrors which would improve safety for the pedestrians which everyone agrees is the most vulnerable in this situation.
- Chairman Safer stated that the Board does not have the authority to mandate mirrors, signage, or pavement markings on private property but recommends that they consult with the Building Department who may have that authority. That cyclists 12 and under are permitted to be on all sidewalks and since this is outside of a commercial district anyone is permitted to cycle on the sidewalk. There is no plan to redo the curb line or reconstruct Washington Street.

- Mr. Tali confirmed that even with the one parking space removed it only increases the sight distance to 60 feet visibility and the ASHTO standard is 335 feet so he does not believe that it is worth the removal of a high demand space.
  - Transportation Engineer Martin stated that this is correct however the more appropriate measure is the stopping sight distance which would need 200 feet. However with the removal of one space you still are 140 feet short of this mark.
- Mr. Driessen stated that if you remove the two parking spaces to the right between that and the bus stop you can reach that level of sight distance; however these are high demand spaces and there are so many cases in town where this could set a precedent for and based on this he does not support the removal.
- Mr. Englander agrees with the precedent being set considering the prevalence of these situations throughout the Town and believes that the property owners should take the measures onsite to improve safety and does not understand why they would not do so.

Mr. Dempsey made a motion to alter the Traffic Rules & Regulations for the Town of Brookline by creating a posted NO PARKING ANYTIME/TOW AWAY ZONE in front of 447 Washington Street. The motion was seconded by Vice Chair Zelnick and failed by a vote of 0 to 6 (Safer, Zelnick, Dempsey, Driessen, Englander, Tali opposed).

**DISCUSSION AND ACTION ON REQUEST BY TOWN STAFF TO ALTER THE TRAFFIC RULES AND REGULATIONS AND RECOMMEND THAT THE BOARD OF SELECTMEN INCREASE THE PARKING METER RATE FOR THE TOWN OF BROOKLINE**

- \$1.50 TO \$2.00 PER HOUR FOR 13 HOUR METERS ON BROOKLINE AVE, LONGWOOD MBTA, AND CHAPEL STREET
- \$1.00 TO \$1.25 PER HOUR ALL 2, 3, 5 HOUR METERS
- \$.50 TO \$.75 PER HOUR FOR ALL 13 HOUR METERS NOT PREVIOUSLY MENTIONED
- EXTEND METER HOURS TO UNIFORM 8PM END TIME
- ACCEPT QUARTERS, BILLS, CREDIT CARD, PAY BY CELL PAYMENT OPTIONS
- CENTRE STREET EAST LOT FROM 3 HOUR TO 4 HOUR LIMIT WITH \$2.00 FOR 4TH HOUR
- COOLIDGE CORNER MEDIAN FROM 2 HOUR TO 3 HOUR LIMIT WITH \$2.50 FOR 3RD HOUR WHEN PAYMENT TECHNOLOGY ALLOWS
- TOWN HALL LOT AND SCHOOL STREET LOT 8AM TO 6PM MONDAY THROUGH THURSDAY, 8AM TO 8PM FRIDAY & SATURDAY
- SCHOOL STREET LOT FROM 5 HOUR TO 3 HOUR LIMIT
- FULLER STREET LOT FROM 3 HOUR TO 4 HOUR WITH \$2.00 FOR 4TH HOUR

- BROOKLINE VILLAGE, JFK CROSSING, WASHINGTON SQUARE, ST. MARY'S CURBSIDE AND MEDIAN METERS AND OTHER AREAS OUTSIDE COOLIDGE CORNER FROM 2 HOUR TO 3 HOUR
- ALL LONG TERM METERS FROM 11 HOUR TO 13 HOUR METER TIME LIMIT
- RECOMMENDATION TO IMPLEMENT PAY BY CELL TECHNOLOGY AND REPLACE ALL OLDER POM SINGLE SPACE METERS WITH IPS CREDIT CARD ACCEPTING SINGLE SPACE METERS OVER 3-5 YEAR PERIOD BASED ON CAPITAL IMPROVEMENT BUDGET CONSTRAINTS
- Transportation Administrator Kirrane stated that
  - The Override Study Committee recommended that the Town increase the parking meter rate townwide
  - The Brookline Chamber of Commerce presented a request to work with the Transportation Board in moving this forward in a way that takes into account the needs of and benefits the business community.
  - The Board requested that Staff work with Kara Brewton from the Economic Development office and form a staff appointed working group to create a proposal for meter rate and time limit changes that the Transportation Board and Board of Selectmen can implement to better manage the Town's public parking supply.
  - The staff appointed working group included representatives from each of the major commercial districts as well as different business sectors to take into account the interests and needs of as many users as possible. Members included:
    - Dana Bringham, owner of Brookline Booksmith in Coolidge Corner
    - Cliff Brown, Brookline Chamber of Commerce & Advisory Committee
    - Damian Dowling, owner of The Abbey Restaurant in Washington Square
    - Scott Englander, Transportation Board
    - Ben Kelley, Boston School of Boa Bom in Brookline Village
    - Kara Brewton, Economic Development
    - Andy Martineau, Economic Development
    - Sgt. Michael Murphy, Brookline Police Department
  - After several meetings in which the group discussed variable rates, meter technology, time limits, no time limits, hours of operation, etc.
  - The group unanimously agreed that ultimately the Town should implement the needed technology in order to pursue a variable rate structure based on demand which would allow staff to increase or decrease parking meter rates to achieve the desired occupancy rate. In advance of that they recommended that the Transportation Board adopt the following recommendations.

- Increase \$1.50 TO \$2.00 PER HOUR FOR 13 HOUR METERS ON BROOKLINE AVE, LONGWOOD MBTA, AND CHAPEL STREET
- Increase \$1.00 TO \$1.25 PER HOUR ALL 2, 3, 5 HOUR METERS
- Increase \$.50 TO \$.75 PER HOUR FOR ALL 13 HOUR METERS NOT PREVIOUSLY MENTIONED
- EXTEND METER HOURS TO UNIFORM 8PM END TIME
- ACCEPT QUARTERS, BILLS, CREDIT CARD, PAY BY CELL PAYMENT OPTIONS
- Alter CENTRE STREET EAST LOT FROM 3 HOUR TO 4 HOUR LIMIT WITH \$2.00 FOR 4TH HOUR
- Alter COOLIDGE CORNER MEDIAN FROM 2 HOUR TO 3 HOUR LIMIT WITH \$2.50 FOR 3RD HOUR WHEN PAYMENT TECHNOLOGY ALLOWS
- Alter TOWN HALL AND SCHOOL STREET LOT 8AM TO 6PM MONDAY THROUGH THURSDAY, 8AM TO 8PM FRIDAY & SATURDAY
- Alter SCHOOL STREET LOT FROM 5 HOUR TO 3 HOUR LIMIT
- Alter FULLER STREET LOT FROM 3 HOUR TO 4 HOUR WITH \$2.00 FOR 4TH HOUR
- Alter BROOKLINE VILLAGE, JFK CROSSING, WASHINGTON SQUARE, ST. MARY'S CURBSIDE AND MEDIAN METERS AND OTHER AREAS OUTSIDE COOLIDGE CORNER FROM 2 HOUR TO 3 HOUR
- Alter ALL LONG TERM METERS FROM 11 HOUR TO 13 HOUR METER TIME LIMIT
- RECOMMEND TO THE SELECTMENT THE IMPLEMENTATION OF A PAY BY CELL TECHNOLOGY AND REPLACE ALL OLDER POM SINGLE SPACE METERS WITH IPS CREDIT CARD ACCEPTING SINGLE SPACE METERS OVER 3-5 YEAR PERIOD BASED ON CAPITAL IMPROVEMENT BUDGET CONSTRAINTS
  - Following favorable action by the Transportation Board this proposal will be submitted to the Board of Selectmen who must vote in favor before it can be implemented.
- Mr. Driessen confirmed that the base rate for Centre Street East, Fuller Street, and Coolidge Corner Median was \$1.25 and that the IPS single space credit card meters had a backlight.
- Chairman Safer
  - Confirmed that he would like to increase the Brookline Avenue to more than \$2.00 per hour to better match what the Longwood Medical Area charges but understands that the working group is not ready to increase that dramatically.
  - Noted that the rate can still increase at a later date more easily as we expand the IPS technology

- Supports the idea of a uniform 6pm or 8pm end time and does not want the Town Hall Lot to be different
    - Transportation Administrator Kirrane stated that the merchants in the working group did not seek strongly one way or the other they were doing it in deference to the volunteers on Town Committees
  - Does not want the 2 hour rule enforced after 6pm unless on demand by the residents
    - DS Murphy stated that it is rarely done except in the immediate areas when demanded
- Mr. Tali wants uniformity and does not think that the elevated rates on the 4<sup>th</sup> hour makes sense in the two lots
- Mr. Driessen inquired into whether or not these are the maximum rates OR if they are the maximum rates and staff can adjust
  - Transportation Administrator Kirrane stated that while the working group envisioned a time to move toward demand pricing that cannot happen until the IPS meters are fully rolled out and the Board of Selectmen and Transportation Board agree to it
- Mr. Englander stated that he understands that parking, and charging for it, is one of the many political challenges of the Town but his impression is that peoples parking experience in the Town is not great. That the impression is that there are never spaces available and you can test this by walking into Harvard Street in Coolidge Corner and taking your keys out. The first car in the line will stop, wanting your space. This is not because there are not nearby spaces, it is because studies show 1/3 of traffic is circling looking for cheap, close parking. Our rates encourage this. If our goals are to reduce traffic congestion, support economic vitality, etc. then we should approach pricing in this way to better manage parking to have people who want to park close will pay more, those who want to pay less will be out further, and those out even more will take the MBTA. This is managing demand and it results, in example after example, in more economic activity and not less. In the long run the Town needs to move into this type of pricing strategy and the Board should request that the Board of Selectmen allow them to pilot this in an area.
- Vice Chair Zelnick stated that she disagrees with Chairman Safer and believes that the Town Hall lot should be 6pm on Monday through Thursday because asking volunteers to donate time to serve on boards and commissions and then pay for parking is not reasonable.
- Thomas Vitolo, a Town Meeting Member stated that in the future it makes more sense to look at each area differently and not a uniform Monday through Saturday. Chapel Street is well used Monday through Friday but is empty on Saturday except during Red Sox games. Residents would like to use it except they do not want to pay the elevated meter rate.

- Chairman Safer stated that if we can do that now we should in this area. But he wants it to be non-confusing so it would not charge Saturday, even during Red Sox games.
- Anne Lusk, a Brookline resident stated that she would like to stop allowing the sides of the public way used as parking lots and wants to see regular turnover so the long term meters on Brookline Avenue should be changed to short term meters.

Mr. Driessen made a motion to have the Chapel Street meters operate Monday through Friday 8am to 8pm. The motion was seconded by Mr. Dempsey and passed by a vote of 6 to 0.

Chairman Safer made a motion to have the Town Hall Lot operate Monday through Saturday 8am to 8pm. The motion was seconded by Mr. Tali and failed by a vote of 3 to 3 (Zelnick, Driessen, Englander voting NO).

Vice Chair Zelnick made a motion to alter the Traffic Rules and Regulations for the Town of Brookline by striking the existing Article V, Section 12 and replacing it with the new Article V Section 12

### *Section 12*

#### ***PARKING METER LOCATIONS AND REGULATIONS:***

*(a) Parking is limited or restricted as to time, space, streets and off street parking areas controlled by the town as designated in Schedule 1A hereto appended, to which reference is made and which Schedule 1A is specifically incorporated in this section. No person shall park a vehicle for a period of time longer than prescribed in Schedule 1A between the hours of 8:00 A.M. and 8:00 P.M. of any day except as otherwise provided in this Schedule. This restriction shall not apply on Sundays or during the hours of legal holidays during which business establishments are required by law to remain closed.*

*In accordance with the foregoing, parking meter zones are hereby established on the streets, parts of streets, or off street parking areas controlled by the town listed in Schedule 1A.*

*(b) The Commissioner of Public Works is hereby authorized, upon the request of the Transportation Board to install parking meters within the areas described in this regulation or cause the same to be installed. The meters shall be placed at intervals of not less than twenty (20) feet apart except that the beginning and ending spaces may be eighteen (18) feet and except where angle parking is permitted, and not less than twelve (12) inches or more than twenty four (24) inches from the face of the curb adjacent to the individual meter spaces.*

*Meters installed on-street shall be constructed to accept United States quarters, credit card, and pay by phone payment methods. Meters installed in public parking lots shall be constructed to accept United States quarters, United States bills, credit card, and pay by phone payment methods.*

*(c) The Commissioner of Public Works is hereby authorized, upon request of the Transportation Board to establish parking meter spaces or cause the same to be established in such parking meter zones as are herein specified, or as may be hereafter fixed by amendment, and to indicate the same by white markings upon the surface of the roadway.*

*(d) Whenever any vehicle shall be parked adjacent to a parking meter, the owner or operator of said vehicle shall park within the spaces designated by pavement marking lines and, upon entering such space, shall immediately deposit in said meter the required payment of the United States for the maximum legal parking period or proportionate period thereof, both as indicated or shown on the meter and if so required set the mechanism in motion.*

*(1) The maximum fee for parking shall not exceed the following rates:*

<i>Time Limit Zone</i>	<i>Rate</i>
<i>Two (2) Hours</i>	<i>\$0.25 per 12 minutes or portion thereof \$1.25 per 60 minutes or portion thereof</i>
<i>Three (3) Hours A</i>	<i>\$0.25 per 12 minutes or portion thereof \$1.25 per 60 minutes or portion thereof</i>
<i>Three (3) Hours B</i>	<i>\$0.25 per 12 minutes or portion thereof \$1.25 per 60 minutes or portion thereof \$5.00 per 180 minutes or portion thereof</i>
<i>Four (4) Hours</i>	<i>\$0.25 per 12 minutes or portion thereof \$1.25 per 60 minutes or portion thereof \$5.75 per 240 minutes or portion thereof</i>
<i>Five (5) Hours</i>	<i>\$0.25 per 12 minutes or portion thereof \$1.25 per 60 minutes or portion thereof</i>
<i>Thirteen (13) Hours A</i>	<i>\$0.25 per 20 minutes or portion thereof \$0.75 per 60 minutes or portion thereof</i>

<i>Thirteen (13) Hours B</i>	<i>\$0.50 per 15 minutes or portion thereof \$2.00 per 60 minutes or portion thereof</i>
<i>Game Day Rate</i>	<i>\$1.25 per 60 minutes or a portion thereof \$2.50 per 120 minutes or a portion thereof \$12.50 per 180 minutes or a portion thereof</i>
<i>thereof</i>	<i>\$22.50 game day or a portion thereof</i>

*(2) Meter Overtime*

*It shall be unlawful for any person to deposit or cause to be deposited in a parking meter any coin for the purpose of permitting the vehicle of which he is in charge to remain in a parking meter space beyond the maximum period of time allowed in a particular zone.*

*(3) Meter Space Violation*

*It shall be unlawful for any person to park a vehicle within a parking meter space unless such vehicle is wholly within the painted lines adjacent to such meter. It shall be unlawful for any unauthorized person to open, tamper with, break, injure or destroy any parking meter or deposit or cause to be deposited in such meter any slugs, device or metallic substance or any other substitute for the coins required.*

*It shall be unlawful for any person to park a vehicle in any municipal parking area at any place other than within those spaces indicated by white pavement markings for the parking of a single vehicle adjacent to a parking meter.*

*(e) Operators of commercial vehicles may park in metered spaces without depositing a payment for a period not to exceed thirty (30) minutes for the purpose of loading or unloading. Parking in excess of this time limit without depositing the proper coin shall be deemed a violation of this regulation. (See Table 1A Parking Meter Zones.)*

*(f) The Chief of Police is hereby designated as the person authorized to collect monies deposited in parking meters or cause the same to be so collected. Such shall be deposited forthwith with the Town Treasurer in a separate known as the "Brookline Meter Account."*

*(g) All fees received by said Treasurer shall be used as authorized by Chapter 40 of the General Laws.*

*(h) It shall be the duty of the Chief of Police or their designee to enforce the provisions of this section.*

*(i) Any person who violates any parking provision of this regulation pursuant to Article II shall be subject to the penalties provided by Chapter 138 of the Acts of 2001 and any other violations shall be punishable as may be provided by law.*

*(j) No driver, while operating any vehicle owned and bearing the indicia of ownership by the Town of Brookline, State or Federal governments shall be required to deposit any fee in a parking meter as provided in this section.*

*(k) No person shall occupy any metered space for the purpose of engaging in sales of any kind from that space regardless of whether or not a payment has been deposited in the meter of the space so occupied, without a special permit issued by the Transportation Board.*

The motion was seconded by Mr. Dempsey and passed by a vote of 5 to 0 to 1 (Tali Abstain).

**DISCUSSION AND ACTION ON THE PROPOSED BICYCLE IMPROVEMENT PLAN FOR BEACON STREET WESTBOUND (MARION STREET TO SUMMIT PATH CROSSING)**

- Transportation Administrator Kirrane presented the attached presentation on the proposed Bicycle Improvement Plan for Beacon Street westbound between the Marion Turnaround and Summit Path Crossing.
  - It was noted that the requested parking-separated bicycle facility requested at the public hearing has been opposed by Public Safety personnel because it has the potential to trap their vehicles in should they encounter a vehicle stopped as they are responding to an emergency. Furthermore the queues, even with the concurrent phasing, are worse with this option because the parking of motor vehicles will cause extra delay that the buffered bicycle lane does not.
- Chairman Safer inquired into the request at the public hearing to relocate the curb at stairs to the MBTA stop and it was explained that it was noted by staff but was outside the scope of the project.
- Mr. Driessen inquired into how this project was being funded? Transportation Administrator Kirrane explained that this was a standalone project under the CIP Bicycle Improvements line item.
- A resident of 1530 Beacon Street stated that she is concerned about getting into and out of her driveway and the amount of time it will now take to access it. She likes the Town becoming more bike friendly but believes that this will be a negative impact on the corridor. Also she

inquired into where the moving trucks, etc. for 1440 Beacon Street and the merchants will park.

- Rebecca Albrect, a Brookline resident stated that she has transitioned from the car to using her bicycle more and believes that these types of accommodations are needed to encourage more people to bike safely. She prefers option # 2 which is the separated bicycle lane on the first block between Marion Street and Short Street instead of share the lane merge.
- A resident of 1492 Beacon Street stated that they are concerned about entering and exiting their driveway which is near the pedestrian crossing. She does not believe that the January meeting was adequate to get the input from the residents of that portion of Beacon Street. She supports cycling but does not support this proposal because it will impact the residents on that stretch of Beacon Street. They would like to better understand the implications of the plans and believes that it will have a negative impact on the emergency vehicle response times.
- A resident of 1498 Beacon Street would like to know why this area is so important. There are other areas which are just as restricted so why are they focusing on changing this area and not the other parts of Beacon Street?
  - Chairman Safer stated that this is a gap in the network on Beacon Street and that is why it is being discussed. Other gaps will be discussed at later dates.
- Ken Lewis, a Town Meeting Member from Precinct 11 stated that the January Tab article focused on the parking-separated bicycle lane which he does not support. The main reason is that it would make it very unsafe for drivers to exit their vehicles into the single travel lane. He spoke with Acting Chief Ward who is concerned, as Mr. Kirrane stated, on the impact on emergency vehicle response time. In general he does not believe that the Transportation Board should be setting aside 50% of the travel way for such a small amount of roadway users that the cyclists represent. He would prefer a shared lane marking in the right travel lane instead.
- A resident of North Brookline stated that people are speaking as if the neighbors are not the cyclists, that they are from a different area. He stated that he is a cyclist and studies show that as bicycle facilities become safer more people start to bike or bike more so they may realize that their neighbor who used to be in front of them in the car is now beside them on the bike which will reduce their travel time.
- A resident inquired into whether or not the Transportation Board is meeting the legal requirements of meeting notice.
  - Chairman Safer and Mr. Dempsey stated that the Transportation Board far exceeds the legal limits and those established by other Boards. That we post in the Town Calendar which is emailed out to over 300 people who sign up, we post on the Town Meeting

Member listserve, and mail out notices to abutters, notify the Tab, and in this case even notified the Globe.

- A 40 year resident inquired into what the impact will be on her exiting her car after parking. Currently she waits for the light at Marion Street to turn red before she can exit and she watches for bikes, etc.
  - Transportation Administrator Kirrane stated that she will now have 11 feet between her car door and the travel lane as she exits so it is a vast safety improvement for her.
- Mark Tedrow stated that both of these plans improve safety for those traveling by foot, traveling by bike, and those traveling by car when they park without dramatically reducing the level of service for those traveling through the area by car.
- John Harris, a Town Meeting Member stated that he is an avid bicycle rider and because he does not feel safe cycling through this area so he does not shop or eat in Washington Square. This should not be a bike vs. Beacon Street resident issue. This is a win-win for all because it is safer for cyclists and safer for motorists who live here as they enter and exit their driveways and parked cars. He stated that although it looks like a long queue it actually processes efficiently.
- A Town Meeting Member of Precinct 11 stated that she would not support shared lane markings on a street with the volume and speed of Beacon Street. It does not increase safety for the cyclists or the motorists. She supports these types of accommodations which has true safety improvements for all modes.
- A resident of 1496 Beacon Street stated that he believes that this action will reduce his property values and his quality of life because it will create gridlock on the street all day.
- A resident inquired into whether or not there are significant accidents involving cyclists in this area and if not then it is not dangerous.
- Ann Lusk, a Hart Street resident stated that you cannot study accidents if no one will bike there because it is unsafe. However the conditions of speed, volume, double parked cars, etc. shows that there are safety concerns and that is why there are no cyclists there today except the street tolerant. She urges the Board to implement the parking-separated bicycle lane over the objections of the Fire Department because their goal is move through the corridor as quickly as possible and would eliminate the parking lane if they could so they could use 3 lanes. They are not looking at the safety of the roadway users.
- Tommy Vitolo, a Town Meeting Member stated that if the Board chooses the buffered bicycle lane option then the Board must encourage the Police to vigorously enforce the double parking issues so that the bicycle lane is free of obstructions.
- Vice Chair supports the buffered bicycle lane because of the objections by the Fire Chief with option # 1 in the first block. She would like staff to work with the businesses to create a loading zone in the metered

parking spaces during the morning hours to keep their loading vehicles out of the travel lanes.

- Mr. Driessen believes that the plans will increase safety for all users in the corridor. He does not support the parking-separated bicycle lane because the exiting driver is unsafe. This, plus the Chief's concern, leads him to support the buffered bicycle lane with the separated facility in the first block at the merge.
- Mr. Tali is concerned about the parking-separated option because if there is a vehicle break down then the corridor comes to a standstill. Therefore he supports the buffered bicycle lane with the separated facility in the first block.
- Mr. Dempsey & Mr. Englander could support either proposal, but given the Fire Chief's comments he believes that the Board will be supporting the buffered bicycle lane with option # 1 separated facility on the first block.
- Chairman Safer stated that as a driver he is not nervous about either option with respect to gridlock. He prefers the parking-separated option but believes that it is not feasible given the objections of the Fire Chief and therefore the Board should move the project forward with the buffered bicycle lane with option # 1 separated cycle track on the first block.

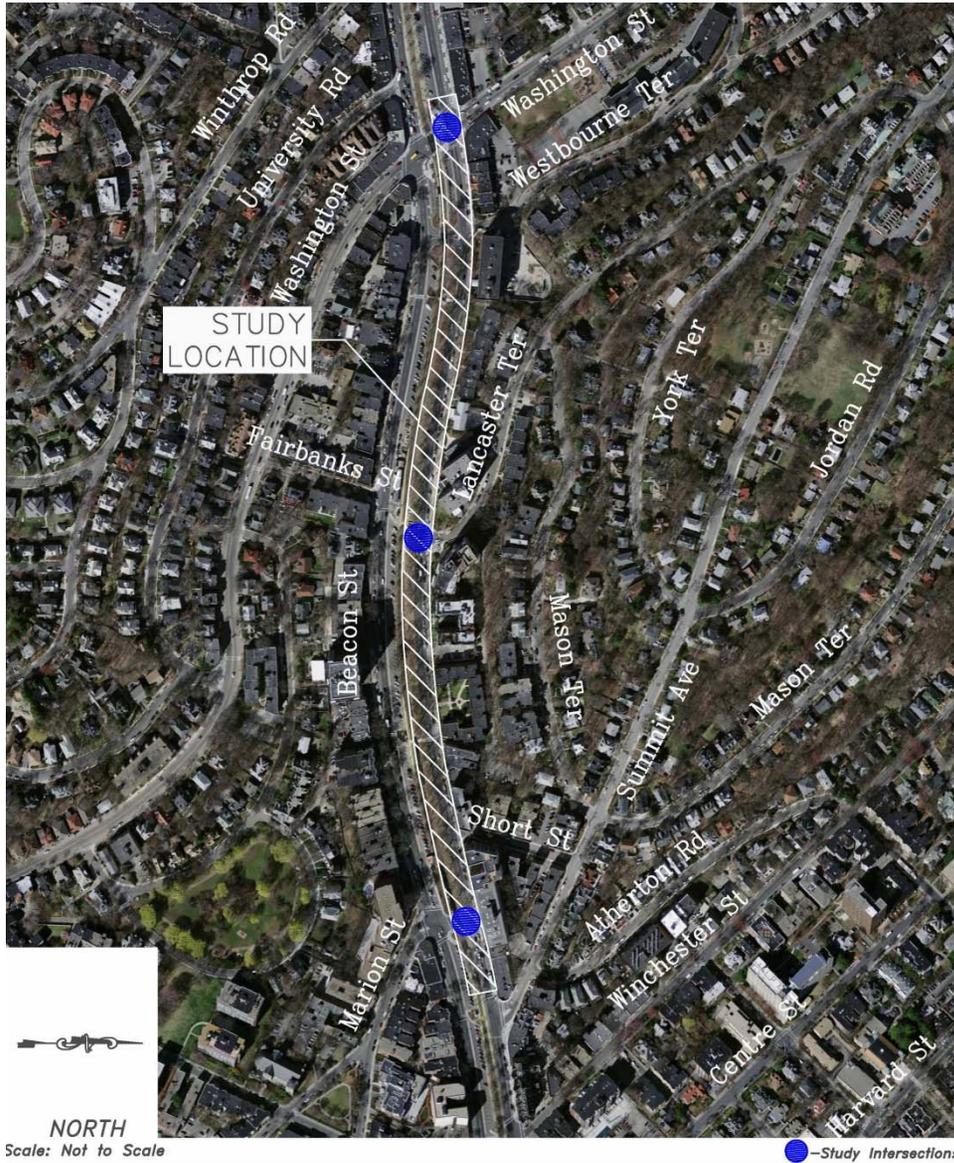
Vice Chair Zelnick made a motion to approve the buffered bicycle lane design with the separated cycle track on the first block and the traffic signal changes on Beacon Street Westbound between Marion Street and Summit Path Crossing. The motion was seconded by Mr. Dempsey and passed by a vote of 6 to 0.

**DISCUSSION AND ACTION ON RECOMMENDATION TO THE BOARD OF SELECTMEN TO SUPPORT THE SUBMITTAL OF A BIKE FRIENDLY COMMUNITY APPLICATION TO THE LEAGUE OF AMERICAN BICYCLISTS**

Vice Chair Zelnick made a motion to submit the Bike Friendly Community Application to the League of American Bicyclists for the Town of Brookline. The motion was seconded by Mr. Englander and passed by a vote of 6 to 0.

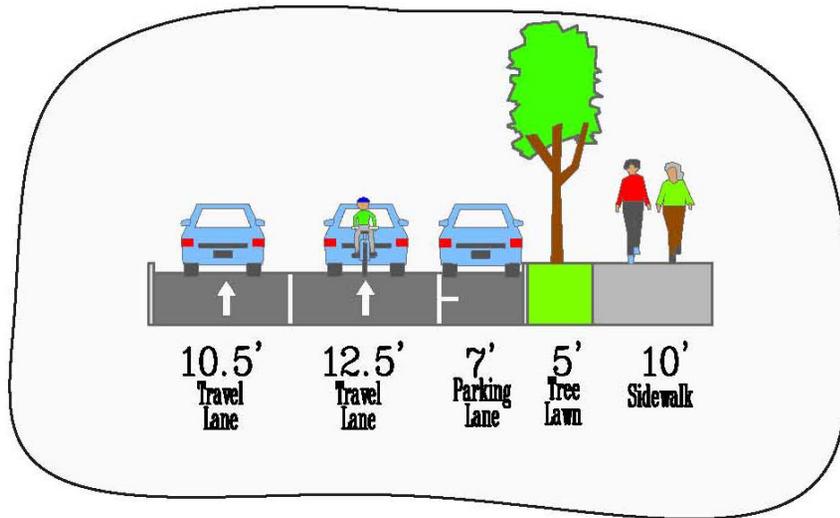
Meeting Adjourned.

# Beacon Street Corey Hill Bicycle Improvement Plan

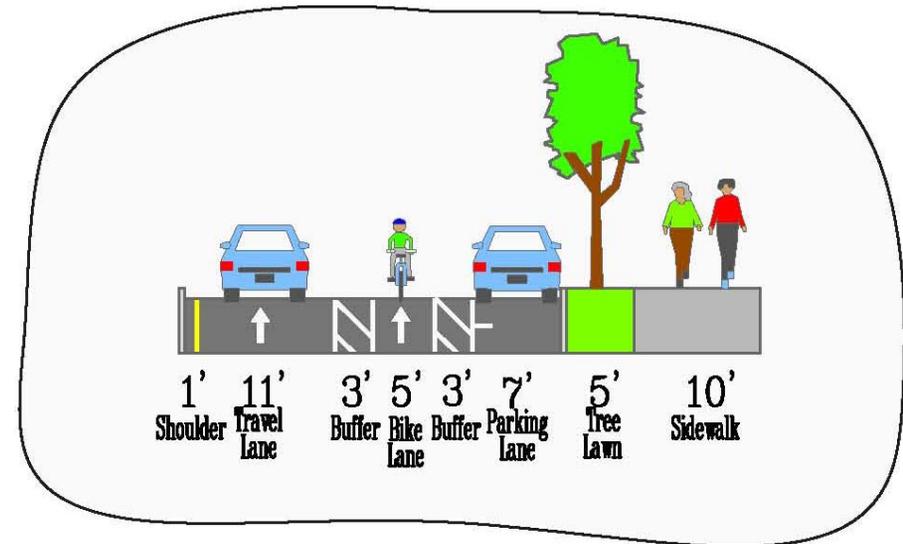


- Beacon Street Westbound
  - From Marion St to Washington St
- Requested by the Brookline Bicycle Advisory Committee
- Identified in the Green Route Bicycle Network Plan as needing a comprehensive study to improve Bicycle Safety
- “Particularly dangerous section for cyclist. There is parking on the right, the travel lanes are narrow, and heavily shaded, which reduces visibility. Vehicles tend to move fast through this section after having been constrained by congestion of Coolidge Corner.”
  - Green Route Bicycle Network Plan
- No bicycle accommodations currently provided

# Proposed Bicycle Improvements



Existing 30' Cross Section



Proposed 30' Cross Section

- Remove a travel lane on Beacon St from Short St to Westbourne Terr
  - Allowing the installation of a buffered bicycle lane
- Remove Parking on Beacon St from Marion St to Short St install bike lane with buffered posts
- Modify Signal at Beacon St at Lancaster Terr Intersection
  - Coordinate traffic signal with Marion St Signal
  - Allow right turn on red from Lancaster Terr onto Beacon St
  - Provide a concurrent pedestrian crossing for the Lancaster Terr pedestrian crossing

# Proposed Bicycle Improvements

## Plan View

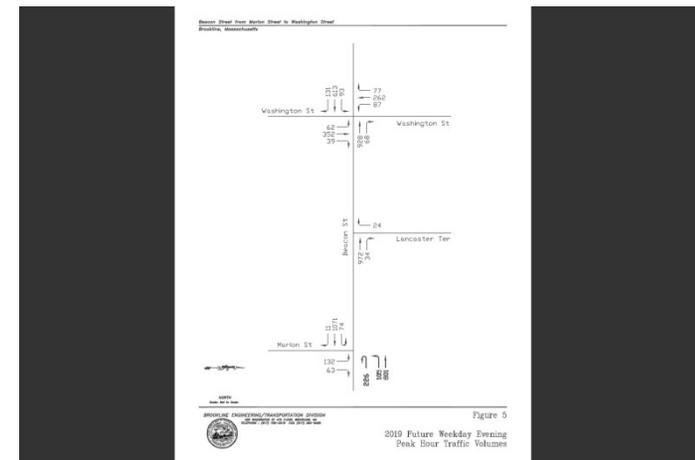
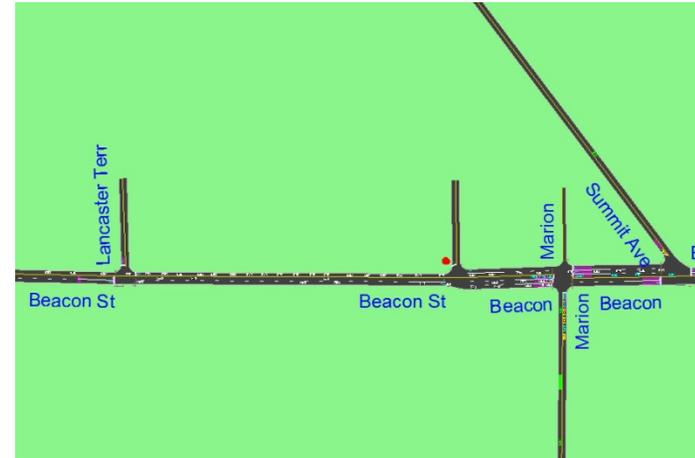


# Traffic Impacts

- Two methods used to measure traffic impacts
- Computer modeling – Synchro 7
  - Beacon St at Washington St Intersection
  - Beacon St at Lancaster Terr Intersection
  - Beacon St at Marion St Intersection
- 2 trials to monitor bicycle improvements impacts to Beacon St traffic

# Computer Model Traffic Impacts

- Computer Modeling-Synchro 7
- Impact localized to Beacon St at Lancaster Terr
  - Overall level of service (LOS)
    - Maintained LOS A in the weekday morning peak
    - Change from LOS A to a LOS B in the weekday evening peak
  - Queue lengths substantially longer in the weekday evening with one travel lane removed



# Computer Model Traffic Impacts

2019 Weekday Morning Peak Hour  
Queue Lengths With Two Travel Lanes



2019 Weekday Morning Peak Hour  
Queue Lengths With One Travel Lane



- 2019 Two Travel Lane  
4 Vehicles, 88' 50<sup>th</sup> Percentile queue  
6 Vehicles, 141' 95<sup>th</sup> percentile queue

- 2019 Proposed One Travel Lane  
4 Vehicles, 54' 50<sup>th</sup> Percentile queue  
8 Vehicles, 191' 95<sup>th</sup> Percentile queue

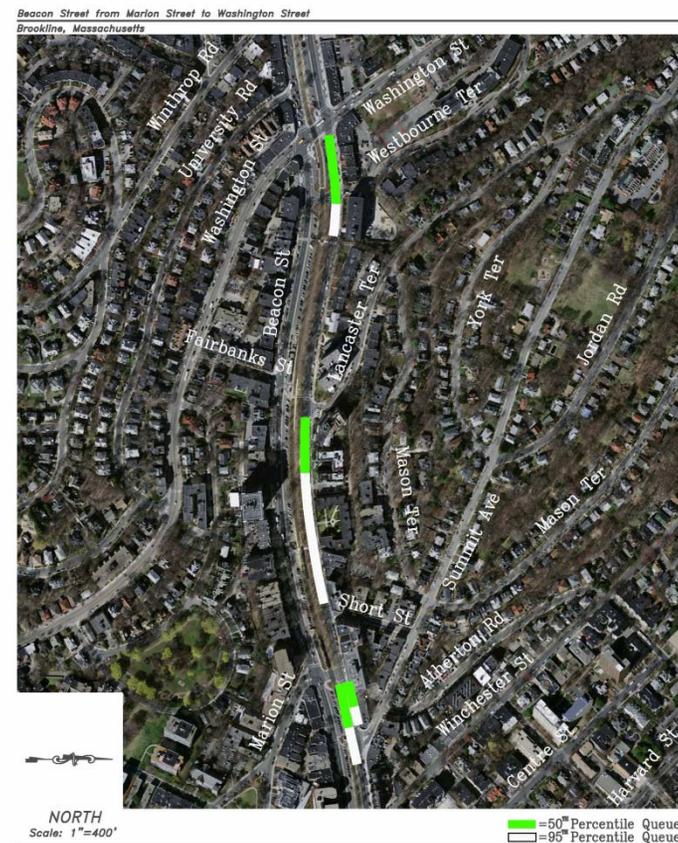
# Computer Model Traffic Impacts

2019 Weekday Evening Peak Hour  
Queue Lengths With Two Travel Lanes



- 2019 Two Travel Lane  
3 vehicles, 73' 50<sup>th</sup> Percentile queue  
9 vehicles, 207' 95<sup>th</sup> percentile queue

2019 Weekday Evening Peak Hour  
Queue Lengths With One Travel Lane



- 2019 Proposed One Travel Lane  
10 vehicles, 243' 50<sup>th</sup> Percentile queue  
33 vehicles, 808' 95<sup>th</sup> Percentile queue

# Trial Traffic Impacts

- Trials done on a Weekday  
12PM-1PM & 4PM-6PM
  - One lane coned off to simulate the buffered bicycle lane
  - Observed Queue did on occasion go beyond Short St
  - Queue was worse than predicted by the model which may be attributed to a curiosity factor and double parked vehicles
  - Impacts where manageable
  - Positive support from bicyclists and pedestrians



# Trial Traffic Impacts

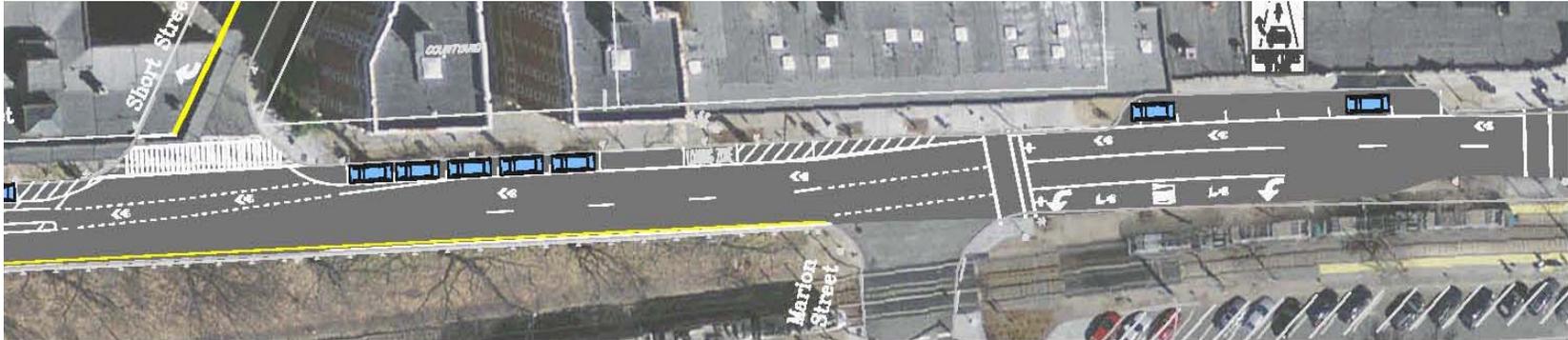
- Video taken during the November peak evening trial period.
- Representation of impact to driver with one travel lane

# Conclusion

- One travel can be removed to accommodate a buffered bicycle lane.
- Traffic impacts are concentrated at the Beacon St at Lancaster Terr intersection where westbound queue lengths can extend to Short St.
- The queue is contained in an area with no major conflicts and will not impact other intersections.

# Proposed Plan Options

## Short St - Marion St Parking



- Option 1 – Maintain all parking on Beacon St
- Shared lane from Marion St to Short St



- Option 2 – Remove 5 parking spaces and a loading zone on Beacon St
- Buffered bike lane from Marion St to Short St

# Proposed Plan Options

## Beacon St Pedestrian Crossing at Lancaster Ter Concurrent Vs Exclusive Phasing



Beacon Street WB Approach at Lancaster Terrace Intersection					
Weekday Morning Peak Hour					
	Existing Two Lanes	Buffered Bicycle Lane		Separated Bicycle Lane	
	Exclusive Ped	Exclusive Ped	Concurrent Ped	Exclusive Ped	Concurrent Ped
LOS	A	A	A	A	A
Control Delay	8.7	6.2	5.1	8.2	6.8
50th Queue	88	54'	59'	270'	163'
95th Queue	141	191'	191'	258'	258'
Weekday Evening Peak Hour					
	Existing Two Lanes	Buffered Bicycle Lane		Separated Bicycle Lane	
	Exclusive Ped	Exclusive Ped	Concurrent Ped	Exclusive Ped	Concurrent Ped
LOS	A	B	A	C	B
Control Delay	9	13.5	9.6	22.5	15.7
50th Queue	73	243'	418'	331'	496'
95th Queue	207	808'	427'	931'	796'

# Corey Hill Bicycle Improvement Plan

