

**TRANSPORTATION BOARD MEETING**  
**Thursday, March 24<sup>th</sup>, 2016 @ 7:00 PM**  
**Denny Room, Public Health Building**  
**11 Pierce St**

Meeting was called to order. Present was:

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

**Town Staff:**

Todd M. Kirrane, Transportation Administrator  
Peter M. Ditto, Director of DPW - Engineering & Transportation  
Priscilla Ayati, Administrative Assistant  
DS Myles Murphy, Police Department Traffic Division  
Kara Brewton, Economic Development Director  
Joseph Connelly, Superintendent of Brookline Public Schools  
Mary Ellen Dunn, Deputy Superintendent of Brookline Public Schools  
Matthew Gillis, Director of Operations, Brookline Public Schools

**PUBLIC COMMENT PERIOD**

- Michael Stanley from TransitX requested to appear on a future agenda of the Transportation Board to discuss his alternative personal mass transit system that he would like Brookline to consider piloting along with Chelsea, Massachusetts. More information is available at [www.transitx.com](http://www.transitx.com)

**MEMBER UPDATE**

- Mr. Englander stated that the PTAC has been discussing with the MBTA issues about winter readiness and future service to Brookline. The Complete Streets Committee has completed their work and the proposed policy has been submitted to the Board of Selectmen.
- Mr. Tali stated that the Open Space Committee had their first kick off meeting.
- Mr. Dempsey is going to be representing the Board on the Riverway Study Committee.

**DPW UPDATE**

- Peter Ditto, Director of Engineering & Transportation stated that the Division has released contracts for roadway work on Clyde Street, a portion of South Street, portion of Newton Street.

**DISCUSSION AND ACTION ON REQUEST BY HANNAH SOMMERSTEIN FOR THE INSTALLATION OF A DESIGNATED CURBSIDE HANDICAP PARKING SPACE IN THE VICINITY OF 319 MASON TERRACE**

- Transportation Administrator Kirrane stated that Hannah Sommerstein, a resident of 319 Mason Terrace has requested the creation of a curbside handicap parking space in the vicinity of her residence. According to his submitted application she has limited mobility and requires use of a walker and/or wheelchair for transportation purposes as well as 24 hour in-home health care. This is supported by the completed medical form provided by Dr. Suzanne Salamon as well as her handicap placard which has been issued by the Massachusetts Department of Motor Vehicles. Ms. Sommerstein has a common driveway with 315 Mason Terrace which is a steep grade that she is unable to maneuver down. Staff is familiar with this location, which is on the Boston border, because the parking supply in Boston is heavily regulated by resident permit only zones and in this part of Allston it is heavily populated with college students and young professionals who do not qualify for residential parking permits. Therefore those without resident permits often park along the border in Brookline. Added to this demand are the construction crews who are renovating nearby homes and parking on-street. While the aide is able to park the vehicle in the driveway, when it comes time to bring Ms. Sommerstein shopping or to medical appointments, she is unable to find a nearby curbside space in front of the house to pull the car into for loading and unloading purposes.

Vice Chair Zelnick made a motion to alter the parking rules and regulations by creating a curbside designated handicap parking space in front of 319 Mason Terrace. The motion was seconded by Mr. Tali and passed by a vote of 5 to 0.

**DISCUSSION AND ACTION ON A REQUEST BY DR. KORNELIA POLYAK FOR THE INSTALLATION OF A STOP CONTROL ON ORCHARD ROAD AT DOWNING ROAD**

- Transportation Administrator Kirrane stated that Dr. Kornelia Plyak, a resident of Orchard Road has requested the installation of a STOP control on Orchard Road at its intersection with Downing Road. As the Board is aware, per Massachusetts General Law Chapter 85 Section 2 the Transportation Board may enact local rules and regulations relative to the public way "provided such signs, traffic control signals, traffic devices, parking meters, school zones or markings are in conformance with the department's current manual on uniform traffic control devices". The Manual on Uniform Traffic Control Devices suggests the

following factors be considered for the installation of intersection controls:

- vehicular, bicycle, and pedestrian traffic volumes on all approaches,
- approach speeds,
- vehicle delay,
- available sight distance, and
- reported crash experience.

In addition for minor street stop controlled applications the MUTCD suggests the following:

- A. The vehicular traffic volumes on the through street exceeds 6,000 vehicles per day.
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street.
- C. Crash records indicate that three or more crashes have been reported within a 12-month period, or five or more such crashes have been reported within a 2 years period. Reported crashes should be susceptible to correction by the installation of a Stop sign.

Staff conducted a STOP control study in accordance with the MUTCD for the requested location and is recommending favorable action because the existing sight lines on the Orchard Road approach are below AASHTO guidelines for Free or Yield control. Stop control would create sight triangles that better accommodate ASSHTO sight line recommendations.

- Larry Barras, a resident of Orchard Rd wanted to bring to the attention of the Board what the traffic condition is on Orchard Road. The road is on the border with Boston and on the Brookline side there are 8 residential houses and on the Boston side there is an elementary school and two multi-family residences used by college students. The teachers from the Boston school park on Orchard Rd in Brookline and according to their principal any citations issued will be waived by the Brookline Police via the local City Councilors office. The buses for the Boston school park opposite the motor vehicles and narrow the roadway to a point that emergency vehicles cannot access. There is a larger number of pedestrians walking in the area and motor vehicles use the street as a cut through to bypass the traffic signal at the intersection of Corey Rd and Washington Street and a pedestrian was struck and killed on the Corey Road side of the street. While supportive of the proposed STOP sign this is a solution to the smallest problem on the street. The school is non-responsive and the Brookline Police Department has been issuing citations off and on but it has not had an impact.
  - Mr. Englander asked if staff has attempted to address the issues with the Boston School?
    - Transportation Administrator Kirrane stated that two years ago this was brought to our attention. We reached out to

the Boston School via the Brookline Public Schools Superintendent's office and many promises were made but no action was noticeably taken to remove the vehicles from Brookline. Short of changing the parking regulations to Tow Away Zones or No Parking Zones with vigorous enforcement but that will be on the neighbors to propose and unify behind. We have heard nothing since until tonight.

- Chairman Safer stated that enforcement of existing regulations is the best starting point and if there are other measures that the residents want to take from a regulation standpoint they should submit them to staff for investigation but make sure they are supported by the neighbors before doing so.

Vice Chair Zelnick made a motion to install a STOP control on Orchard Road at its intersection with Downing Road. The motion was seconded by Mr. Englander and passed by a vote of 6 to 0.

**DISCUSSION AND ACTION ON REQUEST BY WILLIAM DAVIDSON FOR THE INSTALLATION OF A STOP CONTROL ON WINDSOR ROAD AT KILSYTH ROAD**

- Transportation Administrator Kirrane stated that William Davidson, a resident of 30 Kilsyth Road has requested the installation of a STOP control on Windsor Road at its intersection with Kilsyth Road. As the Board is aware, per Massachusetts General Law Chapter 85 Section 2 the Transportation Board may enact local rules and regulations relative to the public way "provided such signs, traffic control signals, traffic devices, parking meters, school zones or markings are in conformance with the department's current manual on uniform traffic control devices". The Manual on Uniform Traffic Control Devices suggests the following factors be considered for the installation of intersection controls:
  - vehicular, bicycle, and pedestrian traffic volumes on all approaches,
  - approach speeds,
  - vehicle delay,
  - available sight distance, and
  - reported crash experience.

In addition for minor street stop controlled applications the MUTCD suggests the following:

- A. The vehicular traffic volumes on the through street exceeds 6,000 vehicles per day.
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street.
- C. Crash records indicate that three or more crashes have been reported within a 12-month period, or five or more such

crashes have been reported within a 2 years period. Reported crashes should be susceptible to correction by the installation of a Stop sign.

Staff conducted a STOP control study in accordance with the MUTCD for the requested location and is recommending favorable action because the existing sight lines on the Windsor Road approach are below AASHTO guidelines for Free or Yield control. Stop control would create sight triangles that better accommodate ASSHTO sight line recommendations.

- Mr. Englander sought and received confirmation that the motor vehicles traveling on Windsor Rd toward Kilsyth Rd cannot see motor vehicles on Kilysth Rd.
- A resident of 17 Windsor Rd stated that for him the real issue is cut through traffic coming from Boston on Kilsyth Road and that there needs to be traffic calming on that road to slow the motor vehicle traffic down. He would also like the Board to consider installing a curb extension to 'T' off the intersection like the Town did at the corner of Windsor Rd and Corey Rd.
  - Chairman Safer stated that the resident should submit a formal request for that via staff, however the Board has no jurisdiction in the City of Boston and can only ask that they address it through Division staff.
- Werner Lohe, a resident of Salisbury Rd stated that the MUTCD requires warrants for the installation of STOP signs and he does not believe that staff has looked into the warrants because they are only mentioning ASHTO sight distance and stopping distance. In his view the installation of un-warranted STOP signs make traffic less safe and not more safe.
  - Transportation Administrator Kirrane stated that staff conducts the required Engineering study per the MUTCD and when considering a normal STOP sign, as opposed to an All-way STOP control there are 3 warrants that would trigger the installation of STOP signs and vehicle stopping distance and intersection sight distance are one of them. So this recommendation is meeting the warrants contained within the MUTCD.

Vice Chair Zelnick made a motion to install a STOP control on Windsor Road at its intersection with Kilsyth Road. The motion was seconded by Mr. Driessen and passed by a vote of 6 to 0.

**DISCUSSION AND ACTION ON REQUEST BY WILLIAM DAVIDSON FOR THE INSTALLATION OF A STOP CONTROL ON WARWICK ROAD AT SALISBURY ROAD**

- Transportation Administrator Kirrane stated that William Davidson, a resident of 30 Kilsyth Road has requested the installation of a STOP control on Warwick Road at its intersection with Salisbury Road. As the Board is aware, per Massachusetts General Law Chapter 85 Section 2 the Transportation Board may enact local rules and regulations relative to

the public way “provided such signs, traffic control signals, traffic devices, parking meters, school zones or markings are in conformance with the department's current manual on uniform traffic control devices”. The Manual on Uniform Traffic Control Devices suggests the following factors be considered for the installation of intersection controls:

- vehicular, bicycle, and pedestrian traffic volumes on all approaches,
- approach speeds,
- vehicle delay,
- available sight distance, and
- reported crash experience.

In addition for minor street stop controlled applications the MUTCD suggests the following:

- A. The vehicular traffic volumes on the through street exceeds 6,000 vehicles per day.
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street.
- C. Crash records indicate that three or more crashes have been reported within a 12-month period, or five or more such crashes have been reported within a 2 years period. Reported crashes should be susceptible to correction by the installation of a Stop sign.

Staff conducted a STOP control study in accordance with the MUTCD for the requested location and is recommending favorable action because a restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street. The existing sight lines on the Warwick Road approach to Salisbury Road are below AASHTO guidelines for free or yield control. Stop control would create sight triangles that better accommodate ASSHTO sight line recommendations but remain below them.

- Gerald Rafael, a resident of 12 Warwick Rd stated that he is a longtime resident and does not support this because there is little traffic on Warwick Rd and thinks the STOP control is unnecessary.
- Erin Wallace, a resident of 160 Salisbury Rd stated that she would like to slow motor vehicle traffic on Salisbury and would like the STOP signs placed on that roadway.
  - Transportation Administrator Kirrane stated that per MUTCD STOP controls are not used as traffic calming or to slow motor vehicle traffic, they are used to determine right of way. In this case Salisbury Rd is the major approach and has the through movement. Warwick Rd is the minor approach and because sightlines do not allow motor vehicles on Warwick Rd to view oncoming traffic on Salisbury Rd without stopping the STOP control is warranted.

- Chairman Safer stated that in his view the Board should always lean toward the side of safety when the warrants within the MUTCD are met.

Vice Chair Zelnick made a motion to create a STOP control on Warwick Road at its intersection with Salisbury Road. The motion was seconded by Mr. Dempsey and passed by a vote of 6 to 0.

**DISCUSSION AND ACTION ON REQUEST BY RAPHAEL LEWIS FOR THE INSTALLATION OF CROSSWALKS AND AN ALL WAY STOP CONTROL AT SALISBURY ROAD AND WILLISTON ROAD**

- Transportation Administrator Kirrane stated that Raphael Lewis, a resident of 111 Salisbury Road has requested the installation of a STOP control on Williston Road at its intersection with Salisbury Road making it an all way stop. As the Board is aware, per Massachusetts General Law Chapter 85 Section 2 the Transportation Board may enact local rules and regulations relative to the public way “provided such signs, traffic control signals, traffic devices, parking meters, school zones or markings are in conformance with the department's current manual on uniform traffic control devices”. The Manual on Uniform Traffic Control Devices requires the following factors be considered for the installation of an all way stop control:
  - vehicular, bicycle, and pedestrian traffic volumes on all approaches,
  - approach speeds,
  - vehicle delay,
  - available sight distance, and
  - reported crash experience.

In addition for multi-way stop applications the MUTCD requires the following:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such as right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum Volumes: (Volume on the intersecting roads should be approximately equal)
  1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day;
  2. The combined vehicular pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay

to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

3. If the 85th percentile approach speed for the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values in items 1 and 2.
- D. Where no single criterion is satisfied, but where criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.
- E. The need to control left-turn conflicts.
- F. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
- G. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.
- H. An intersection of two residential neighborhood collector streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Furthermore it states that a STOP control shall not be used for traffic calming or speed control purposes. Staff conducted a STOP control study in accordance with the MUTCD for the requested location and is not recommending favorable action because it did not meet the MUTCD guidelines except for sight distance; existing intersection sight lines on the Salisbury Road approaches are already restricted for stop control to address this deficiency. Furthermore this condition is common in an urban environment and crash history can be a better indicator of a problem area. Crash data does not show a history of accidents that would be corrected by an all way stop. A second request made for this intersection is for the installation of crosswalks to accommodate safe pedestrian crossing conditions at this intersection. Installation of marked crosswalks within the Town of Brookline are done in accordance with the Department of Public Works Crosswalk Policy and Design Guidelines which was previously adopted by the Transportation Board. The Crosswalk Policy and Design Guidelines recommend all the following factors should be satisfied if a crossing is to be installed on an uncontrolled approach to an intersection:

1. The speed limit and 85th percentile speed is 40 mph or less.
2. There are 20 or more pedestrians using the crossing per hour during the peak AM and PM periods of vehicular traffic.
3. The average daily traffic for the roadway must exceed 3,000 vehicles per day.
4. A sidewalk or adequate shoulder for use by pedestrians, or a distinct pedestrian destination such as a recreation field, must exist on both sides of the roadway.

5. Another crosswalk across the same roadway cannot exist within 200 ft of the proposed location.
6. Adequate stopping sight distance must be available in both directions determined in accordance with A Policy on the Design of Highways and Streets standards.

The installation of a crosswalk on Salisbury Road and Williston Road at the study intersection is recommended. Wheel chair ramps are already provided at the intersection only the crosswalk markings and signage will need to be added. The crosswalks meet four of the six Brookline Department of Public Works Crosswalk Policy and Design Guidelines. The vehicle volume did not meet the Crosswalk Policy and Design Guidelines threshold and the north side crossing was below the pedestrian threshold. However, installing crosswalks will help provide a safe route to the two schools within close proximity to the intersection.

- Werner Lohe supports the installation of the crosswalks at this location based on the proximity to the school and the number of pedestrians in the area. He is supportive of measures that make walking a safer and viable alternative mode of transportation.
- Mr. Driessen inquired into the portion of the report where it states that the stopping sight distance is not met on Salisbury Rd, wouldn't that allow for installation.
  - Transportation Administrator Kirrane referred Mr. Driessen to the stopping sight distance chart which shows that it is met for Salisbury Rd approaches looking right, but not left. However Salisbury Rd is already STOP controlled so that is not a factor and is mitigated.
- Rapheal Lewis, the petitioner stated that although the requirements for an All-way Stop Control are not met per the report he believes that the Board should take into consideration other information in their decision including the parking usage, the existence of the school with 110 students, etc. He wants the signage to force vehicles to stop at this intersection.
- Werner Lohe stated that the neighborhood had previously worked with the Board to make the neighborhood less desirable as a cut through. However after the Beacon Street improvement project was completed and the U-Turn was designed in a manner that an illegal vehicle could turn left from Beacon St eastbound onto Williston St to bypass either Corey Rd or Washington Street there are now more vehicles making this movement and traveling down Williston. This, combined with the number of school aged pedestrians makes him supportive of the All Way Stop control although it is not warranted according to the MUTCD.
- Chairman Safer stated that he is inclined to support the installation of STOP signs to address these types of traffic issues and slow down motor vehicle traffic at these intersections, however he has been unable to find a loophole in the State Law or the MUTCD to allow it so the Board's hands are tied.

- Mr. Driessen inquired into the possibility of installing a raised intersection at this location instead of normal crosswalks.
  - Transportation Administrator Kirrane stated that in 2012 per the Board of Selectmen and Town Meeting the Traffic Calming Policy was revised by the Board to make the process more structured and deliberative and now requires a formal application, an Initial Needs Assessment, Several Neighborhood Meetings, and at least 2 votes by the Transportation Board so if the neighbors want to pursue that idea they should submit that application to start the process, but staff does not believe the Board can simply bypass it without noticing the exemption vote, having staff investigate the possibility, and see if it meets industry standards.
- Mr. Englander agreed with Mr. Driessen on the installation of raised elements and encouraged the neighborhood to go through that process.
- Mr. Dempsey sought and received confirmation that the crosswalks will include pedestrian in crosswalk signage.
- Mr. Tali inquired into the possibility of installing an unwarranted stop control.
  - Transportation Administrator Kirrane reminded the Board that because of unwarranted STOP signs like those on Dean Rd Massachusetts State Law now restricts municipal governments from installing these traffic control devices unless they meet MUTCD warrants.
- Vice Chair Zelnick would like the Board to install the In-Street Pedestrian Crosswalk Stanchion at the crosswalks on Williston Rd.

Vice Chair Zelnick made a motion to install crosswalks at the intersection of Williston Road and Salisbury Road including In-Street Pedestrian Crosswalk stanchions on Williston Rd. The motion was seconded by Mr. Dempsey and passed by a vote of 6 to 0.

Chairman Safer made a motion to install an All-way STOP control at the intersection of Williston Road and Salisbury Road. The motion was seconded by Mr. Tali and failed by a vote of 3 to 3 (Dempsey, Driessen, Englander opposed).

**DISCUSSION AND ACTION ON REQUEST BY BARBARA HAUSER FOR THE CREATION OF A NO PARKING ANYTIME/TOW AWAY ZONE ON THE NORTHERN CURB FOR SALISBURY ROAD (WASHINGTON TO COREY)**

- Transportation Administrator Kirrane stated that Barbara Hauser, a resident of Salisbury Road submitted a request to restrict parking on one side of the roadway to ensure safe passage of two way motor vehicle traffic which is restricted when vehicles park on both sides of the roadway opposite each other. This is particularly dangerous during times of inclement weather when snow piles up and further restricts the narrow right of way and vehicles continue to park on both sides of the

street. In her request she noted that several other streets within the neighborhood, and the Town, have this type of parking restriction to redress this safety concern.

Salisbury Road is classified by the Massachusetts Department of Transportation (MassDOT) as a local road under Town Jurisdiction. The roadway generally runs in an east-west direction and provides a connection between Kilsyth Road and Washington Street. Salisbury Road provides one travel lane in each direction and allows parking on both sides of the roadway. The pavement width is approximately 24' and sidewalks are on both sides of the street. The regulatory speed limit is 30 mph. Land use along Salisbury Road is primarily residential the east side of Salisbury Rd abuts the Driscoll School. In order to accommodate the current cross section utilizing current MassDOT and MUTCD minimum design standards of 2 7' parking lanes and 2 10' parking lanes you would need a pavement width of 34'; 10' greater than the available pavement width. While it is common that our residential side streets do not allow for this large of a cross section, the Town has seen fit to mitigate it and ensure a safer roadway by making one side a NO PARKING ZONE which prevents the extreme narrowing of the roadway by parked vehicles. Based on the larger proportion of driveways along the northern curb line and the current practice of most motorists to park along the southern curb, staff recommends that the Transportation Board vote to restrict parking along the northern curb of Salisbury Road for the entire length.

- Mr. Diressen inquired into whether staff thought about alternating the legal side of parking to create a chicane effect to slow motor vehicle speeds.
  - Transportation Administrator Kirrane stated that if it were a traffic calming request that may be one of the options. However when that is done there is normally geometric changes with the curb line to shift the motor vehicle traffic over which has the effect of protecting the first or last parked vehicle from being struck by a driver who did not expect the chicane.
- Mr. Englander inquired into accident history.
  - Transportation Administrator Kirrane stated that this was simply looking at the roadway width relative to minimum required lanes and parking supply. Based on previous reports there is minimal accident history that staff has found at the intersections.
  - DS Murphy stated that he was unaware of history of accidents on this roadway.
- Barbara Hauser, the petitioner stated that when motor vehicles are parked on both sides of the street it turns the street into a one-way street and forces vehicles approaching to back up down the road to allow people to pass. It also narrows the roadway to a point where trash trucks and emergency vehicles cannot pass.
- A resident of 43 Salisbury Rd stated that he used to play football in the street with his son because of the few motor vehicles that traveled down

- the street but now fears that doing the same with his grandchildren would jeopardize their safety. While he likes the idea of doing something the proposed solution would not allow him to park near his house because the area closest to Washington is always taken. The worst area for safety is the area closest to Washington Street during the school hours. He would like to see the area closest to the school made NO PARKING on the north side during school hours. He stated that this area is always at capacity parking wise because the employees of nearby Washington Square restaurants park there at night and employees taking the train into Boston park there during the day and there is almost zero enforcement of the 2 hour parking regulations. So he would like the NO PARKING on the north side just near the Washington Street intersection.
- Werner Lohe stated that he does not support the idea of making one side no parking because it would open up the street to allow motor vehicles to travel faster as they cut through. He supports the idea of using the parking for chicane purposes but believes it can be done without the shifting curb line and signage since this is a neighborhood street. He agrees that the corners are the problems with the parking and should be addressed but he seldom, once or twice a year, sees the roadway with vehicles parked opposite for a distance the way Ms. Hauser. He would prefer traffic calming like they did 10 to 15 years ago and making the north side NO PARKING at the intersections for 200 feet as they have at Salisbury and Williston. He would like the Board to start small and allow the middle to keep their parking and revisit it if it does not make it safer.
  - Henry Winkelman, a resident of Beacon Street stated that having vehicles parked on both sides of the road and narrowing it to the point that an ambulance cannot pass is never acceptable whether or not it happens once or twice a year or once or twice a day. The Board must support safety at all times for the residents.
  - Carolyn Coltin, a resident of 158 Salisbury Rd stated that on her section of Salisbury Rd (Corey to Kilysth) the roadway faced similar issues and in the 1970s the Town made the south side no parking. While the neighbors opposed the idea at first for the same fear of losing parking, looking back it has worked quite well and improved the safety of the roadway and she believes it would work well on the opposite side of Salisbury. She just wanted to confirm that the changes would not affect their side of Salisbury Rd since the agenda was unclear.
    - Transportation Administrator Kirrane confirmed this.
  - Mr. Tali is concerned about the chicane with no signage or curb line change because of the potential for rear end collisions and believes that this would make the roadway less safe. He believes that if the concern is that when motor vehicles are parked opposite each other and an emergency vehicle is constrained and may not pass through then the Board either declares this an issue and addresses it throughout the corridor or it says it is a hypothetical issue only and you do not remove

parking anywhere. Either it is a real issue that needs to be remedied or it is not.

- Mr. Englander thinks that it may be good for staff to test different ideas with temporary no parking signs to see how it works relative to parking supply, motor vehicle speeds, neighborhood support, etc. He would like to know if it is viable.
  - Transportation Administrator Kirrane stated that from his staff's standpoint, not speaking for BPD, it is feasible. The process would be to do initial counts, install the temporary signage, have an adjustment period of a month, and then do follow up counts for each concept that the Board wanted to try.
- Mr. Dempsey stated that he would support a partial solution over the full solution but will support a full solution over doing nothing.
- Vice Chair Zelnick stated that she would agree to the partial solution at the intersections if the problem is confined to the intersection but some residents are stating that it is an issue along different points throughout the street and not just at the corners and therefore she would prefer the full solution proposed by staff.
- An unidentified resident stated that none of this addresses the fact that Salisbury Rd has become a parking lot for customers and employees of nearby Washington Square businesses and he would like a commitment from the Board to force the Police Department into enforcing the 2 hour rule daily on the street during the daytime and evening hours.

Vice Chair Zelnick made a motion to alter the Traffic Rules and Regulations by creating a NO PARKING ANYTIME/TOW AWAY ZONE zone on the northern curb of Salisbury Road from 77 to Williston Road and along the northern and southern curb along the property lines of 736 and 740 Washington Street. The motion was seconded by Mr. Tali and failed by a vote of 3 to 2 to 1 (Driessen & Zelnick opposed, Englander abstain).

Vice Chair Zelnick made a motion to alter the Traffic Rules and Regulations by creating a NO PARKING ANYTIME/TOW AWAY zone on the northern curb of Salisbury Road from Washington Street to Corey Rd. The motion was seconded by Mr. Tali and passed by a vote of 5 to 1 (Safer opposed).

**DISCUSSION AND ACTION ON REQUEST BY THE BROOKLINE SCHOOL DEPARTMENT FOR THE CREATION OF A PASSENGER LOADING ZONE ON MARION STREET RELATIVE TO THE TEMPORARY RELOCATION OF THE LOWER DEVOTION SCHOOL FROM HARVARD STREET TO 30 WEBSTER STREET**

**DISCUSSION AND ACTION ON REQUEST BY THE BROOKLINE SCHOOL DEPARTMENT FOR THE CREATION OF A 15 MINUTE LIMIT PARKING MONDAY THROUGH FRIDAY 7AM TO 4PM IN FRONT OF 30 WEBSTER STREET**

**DISCUSSION AND ACTION ON REQUEST BY THE BROOKLINE SCHOOL DEPARTMENT FOR TEMPORARY PARKING PERMITS FOR TEACHES AND STAFF IN TH CENTRE STREET EAST LOT DURING THE RELOCATION OF LOWER DEVOTION FROM HARVARD STREET TO 30 WEBSTER STREET**

- Transportation Administrator Kirrane stated that In order to expedite the reconstruction of the Devotion School the Town has opted to relocate Lower Devotion (K to 4) to the vacant building located at 30 Webster Street in Coolidge Corner effective September 1, 2016. The relocation will reduce the construction time by at least one year and will allow the new Devotion School to be fully reconstructed and put back online as of September 1, 2018. In order to accommodate this relocation the School Department is requesting that the Transportation Board grant several requests to facilitate staff parking as well as the safe drop off and pick up of students.

**DROP OFF AND PICK UP**

The School Department has consulted with staff from the Building, Transportation, and Police Departments regarding the best way to manage the drop off and pick up activities for the K through 4th grade students who will be attending Lower Devotion @ 30 Webster Street. Because Webster Street is a narrow and heavily congested roadway which could not process the the large number if drop off and pick up trips without creating congestion at the intersection of Beacon Street and Webster Street, Town staff sought to identify alternative safe drop off locations off of Webster Street and through the work of Acting Superintendent Connelly Marion Street was identified as the best alternative. The current Verizon building on Marion Street shares a property line with 30 Webster Street along the rear property line and they have agreed to enter into an agreement with the Town to construct a separated safe passage way on their property leading to the Webster Street school. By doing so we can remove the very active motor vehicle drop off and pick up activity from Webster Street and instead accommodate it on Marion Street which is one way in this location with a large travel lane and parking on both sides of the street. Therefore the School Department is requesting, and Transportation Staff is supporting, the creation of a Passenger Loading Zone along Marion Street in the vicinity of 23 Marion Street Monday through Friday 7AM to 9AM and 2PM to 4PM.

In order to ensure access to the school for special pick up or drop off activities while school is in session, visits to the school by system wide staff, and a location for school buses to stop the School Department is requesting the creation of School Parking Only Monday through Friday 7AM to 6PM on the two metered parking spaces in front of the property. Without these restrictions it will be highly unlikely that a parent picking

up a sick child or a system wide teacher visiting the school for a meeting will be able to find parking in the high demand area in the heart of Coolidge Corner. This restriction is similar to the current restriction in front of the Devotion School to facilitate school activities during the am and afternoon hours. Transportation Division staff is supportive of this restriction as the best way to balance the competing demands of school operations and the nearby commercial district.

#### TEMPORARY STAFF PERMIT PARKING DURING CONSTRUCTION

According to the School Department the current parking needs of the staff at the Lower Devotion K-4 school is 75 parking spaces. Due to the construction project the vehicles currently parked in the School garage as well as Stedman Street (as part of the approved on-street permit program) are being displaced and need to be accommodated elsewhere. Through the proactive leadership of Acting Superintendent Connelly the School Department has made arrangements with the Marriott Hotel garage to house 15 vehicles, Stop & Shop to house 12 vehicles, 30 Webster Street to house 6 vehicles, and 22 staff members to either walk from the current remote on-street locations or utilize public transportation. This leaves 20 staff members who currently park in the garage or on Stedman Street needing a legal parking space. After discussing this with the members of the Coolidge Corner Merchant Association and staff from the Economic Development Department the School Department, with their support, is requesting permits for 20 vehicles to park during school days in the Centre Street East lot which has the excess supply during the 7am to 4pm hours. These vehicles will minimize their impact on the merchants by parking in the spaces closest to the residential locations along the parking lane in the back of the lot abutting Centre Street. Based on the commitment that the School Department has shown under the proactive leadership of Acting Superintendent Connelly to minimize the request Transportation Division staff is supported of this temporary permits during the construction of Devotion School.

- Mr. Dempsey and Chairman Safer stated that in the past the Board has been very tough on the School Department for their reliance on the public parking supply for teachers and staff without attempting to mitigate it. However it appears that the School Department has done their due diligence with respect to this plan and they are supportive.
- Mr. Englander confirmed that these are temporary and expire upon the completion of the project.

**Mr. Driessen made a motion to alter the Traffic Rules and Regulations by creating a PASSENGER LOADING ZONE MONDAY THROUGH FRIDAY 7AM TO 9AM 2PM TO 4PM in the vicinity of 23 Marion Street. Said zone to be**

removed upon completion of the Devotion School Construction Project. The motion was seconded by Mr. Tali and passed by a vote of 6 to 0.

Mr. Driessen made a motion to alter the Traffic Rules and Regulations by creating a SCHOOL PARKING ONLY ZONE 15 MINUTE LIMIT MONDAY THROUGH FRIDAY 7AM TO 6PM for two spaces in the vicinity of 30 Marion Street. Said zone to be removed upon completion of the Devotion School Construction Project. The motion was seconded by Mr. Dempsey and passed by a vote of 6 to 0.

Mr. Driessen made a motion to alter the Traffic Rules and Regulations by issuing temporary parking permits to 20 staff members of the Lower Devotion School to park in the Centre Street East Lot Monday through Friday during school hours. Said permits to be revoked upon completion of the Devotion School Construction Project. The motion was seconded by Mr. Dempsey and passed by a vote of 6 to 0.

**OTHER BUSINESS: Creation of a Pedestrian Advisory Committee**

- Frank Caro, Chair of the Brookline Community Action Network (BCAN) has requested the creation of a formal Pedestrian Advisory Committee similar to the Bicycle Advisory Committee and Public Transportation Advisory Committee to advise the Board on pedestrian related issues.
- Chairman Safer and Mr. Dempsey stated that these committees are very successful when they are proactive so he is supportive provided that the members take a very active advisory committee role in reviewing plans and bring to the Board's attention various projects to improve walking as a viable transportation mode for both recreation and commuting purposes.
- It was agreed that staff should place on the agenda of the next full board meeting an item for Discussion and Action on the Creation of the Pedestrian Advisory Committee in the same form as the other advisory committees established by the Board.

**OTHER BUSINESS: Schedule of Babcock Street Public Hearing**

- Transportation Administrator Kirrane confirmed that the Babcock Street Public Hearing would be held on April 13<sup>th</sup> in the Selectmen's Hearing room. Only Mr. Dempsey voiced a conflict. There are 6 plans, 3 previously submitted to the Board and 3 from the Staff Appointed Working Group and none have the full support of all neighbors and advocates so this will be a controversial decision for the Board.

**OTHER BUSINESS: 4Status of TNC Legislation**

- Transportation Administrator Kirrane stated that the House has passed aversion of a bill that will legalize Transportation Network Companies like Uber and Lyft and place them under the oversight of the Department of Public Utilities. The bill includes additional safety

measures such as state performed background checks and insurance coverage above of private motor vehicle insurance coverage requirements a funding mechanism to increase the staffing levels for regulatory enforcement purposes. The Senate is taking up their version of the bill and it is expected that a bill will reach the Governor's desk before the end of the legislative session.

- Mr. Dempsey inquired into the request by Mayor Walsh for stronger oversight by the municipalities.
  - Transportation Administrator Kirrane stated that Mayor Walsh has targeted the Senate bill to include language providing the local police departments oversight over the licensing of the drivers for TNCs, not TNCs themselves, to ensure passenger safety. Specifically he wants them to have to secure TNC Driver Licenses from the local municipal government which will allow for finger printing and deeper background checks than currently done.

**Meeting Adjourned.**