

**TRANSPORTATION BOARD MEETING**  
**Monday, January 13, 2020 @ 7:00 PM**  
**Select Board Hearing Room, 6<sup>th</sup> Floor, Brookline Town Hall**  
**333 Washington Street**

Meeting was called to order. Present was:

**Transportation Board:**

Christopher Dempsey, Chair  
Jonathan Kapust, PE Vice Chair  
Karina Gibbs, Ph.D.  
Nancy Moore  
Linda Olson Pehlke  
Ali Tali, PE

**Town Staff:**

Peter M. Ditto, Director - Engineering & Transportation Division  
Todd M. Kirrane, Transportation Administrator  
Daniel Martin, Transportation Engineer  
Priscilla Ayati, Administrative Assistant  
Kevin Fallon, Police Department - Traffic Division  
David Randolph, Deputy Chief - Brookline Fire Department  
Erin Gallentine, Director - Parks & Open Space Division  
Scott Landgren, Landscape Architect - Parks & Open Space  
Division  
Ray Masak, Project Manager - Building Department

**PUBLIC COMMENT:**

- Theresa Nolan, a resident of Juniper Street requested that MassDOT and the contractors for the Gateway East Project install a screen on the construction fence.
  - Chair Dempsey requested that Director Ditto look into whether this is possible or not
- Karen Kling, a resident of Pearl Street expressed her concern about the left turn movement on Washington Street onto Cypress Street or School Street. She recommends that next time the location is upgraded it should include left turn signals.
- Fred Pinches, a resident of Brookline inquired if the Board would be taking any action on taxicabs as there appears to be no enforcement of the Taxi Rules & Regulations by the Brookline Police Department

**DPW UPDATE:**

- Peter Ditto, Director of Engineering & Transportation Division stated that:
  - Russet Road (VFW Parkway to Independence Drive) will be milled and overlaid in the Spring and will include new crosswalk

pavement markings. The street was deemed complete as is based on the Town's Complete Streets Policy. The contract is for \$150,000.

- The contract for the MassDOT funded Complete Streets projects as well as Corey Hill Playground Safety Improvements on Summit Ave will be completed in the Spring by Mario Susi. The contract is for \$500,000.
- Engineering staff will be putting out a contract this winter for the completion of Winchester Street (Beacon St to Fuller St) Complete Streets project. The estimated cost will be \$500,000.
- Engineering is assembling the FY2020 roadway pavement list of streets for a mill and overlay or full depth reconstruction contract and will look to put out a contract in the Spring. Roads currently being considered (based on funding levels) are:
  - Smyth Street (entire length)
  - Sumner Road (Clark Rd to Tappan St)
  - Heath Street (Holly Ln to Tully St)
  - Kent Street (Station St to Harvard St)
- Engineering is assembling the FY2020 roadway pavement list for a new Ultra-thin Bonded Wearing Course instead of micro-surfacing. This has been used successfully in Newton and will be placed on ½ dozen street segments based on the Town's Roadway Pavement Condition Inventory plan.
- Ms. Pehlke inquired into the source of the Complete Streets Contract
  - Staff indicated that half of the funding is from the MassDOT Complete Streets Grant Program and the remaining is split between Town TNC Funds and Roadway Funds
- Vice Chair Kapust sought and received confirmation that the new left turn and No Turn on Red restrictions and signage at the intersection of Kent St and Longwood Ave would be implemented soon now that the 30 day period has past.
- John Bowman, Chair of the Bicycle Advisory Committee sought and received confirmation that the Babcock Street bike lane symbols on the portion from Devotion Street to Harvard Street will be painted in the Spring.

**DISCUSSION AND ACTION ON PROPOSAL TO DISCONTINUE THE SIDEWALK ON THE NORTHERN CURB OF TAPPAN STREET TO CREATE AN ADA ACCESSIBLE PEDESTRIAN PATH WITHIN CYPRESS PLAYGROUND:**

- Erin Gallentine, Director of Parks & Open Space Division thanked the Board for making time on their agenda for this issue and stated that the Design Review process for the Cypress Playground has been ongoing for 11 months and has coordinated with the BHS Expansion Project to ensure that pathways and other amenities are complimentary with each other. Based on the Board's previous request, the Park Project Team has designed a more ADA friendly pathway adjacent to Tappan Street along

the northern curblineline. However the design requires that the existing narrow sidewalk be incorporated into the park to ensure sufficient space to do so. She asked that the Board vote favorably on the discontinuance of the sidewalk on Tappan Street along the northern curb line from Cypress Street to the planned raised crosswalk.

- Scott Landgren, Landscape Architect for the Parks & Open Space presented the attached presentation.
- Todd Kirrane, Transportation Administrator for the Town of Brookline stated that the designed was reviewed by both the Pedestrian Advisory Committee (PedAC) and Commission on Disability (CoD) with both groups voting to recommend favorable action by the Transportation Board.
- Ms. Moore
  - stated that it was a good idea but inquired into whether or not either the PedAC or CoD took issue with any part of the design that the Board should be made aware of?
    - Mr. Landgren stated that no objections were raised and most comments lauded the efforts by the park design team to make all paths around and through the playground ADA compliant.
  - inquired into the main pedestrian path of travel that exists today
    - Transportation Administrator stated that the vast majority of pedestrians use the sidewalk on the southern curblineline to access the MBTA and BHS campus
- Ms. Pehlke
  - stated her hesitation that it may not be obvious for a pedestrian which path to take and inquired if someone standing on the corner would know which path to take to get down Tappan Street? She also inquired into the possibility of installing signage.
    - Director Gallentine and Mr. Landgren stated that the pathway is visible from the corner, given its short length, and therefore pedestrians should not have difficulty knowing where the path leads. They stated that they need to be sensitive to the design of the park and would not suggest additional directional signs on the corner.
    - Transportation Administrator Kirrane agreed and suggested that after completion if there are complaints about this then signs could be installed at a later date.
  - inquired what the current width is of the existing sidewalk
    - staff stated that the sidewalk is a maximum of 5 feet, but has several pinch points that narrow it
  - inquired into the possibility that the sidewalk remain along with this proposed path
    - Mr. Landgren stated that in order to construct the path requested by the Board without severely altering the park programming they need the additional space so it is one or the other

- Inquired into the possibility of a new crosswalk on Cypress Street at the intersection that leads to this path
  - Transportation Administrator Kirrane stated that there is no proposal for this as there is a tree on the eastern curb of Cypress that would make difficult to get an ADA compliant ramp installed
- Dr. Gibbs
  - inquired into the height of the picket fence that will surround the park - Mr. Landgren stated that the picket fence will be 4 to 5 feet tall and be a picket design to ensure safety of the playground while still ensuring visibility through the fence
  - requested that the park design team consider if the fence along the Tappan Street path is necessary or can be reduced in height to increase sightlines
  - inquired into the width and the surface material of the paths, specifically if they are the same as the Waldstein Playground - Mr. Landgren stated that the pathway is wider than the ones at Waldstein and meant to be wide enough to plow in the winter with the Town's equipment. The path surface is concrete because of its durability
- Mr. Ali
  - inquired into the slope of the proposed path - Mr. Landgren stated that the path is less than 5% except at the bottom of the path is two ramps that meet the required 8% slope for ramps. There was not enough length to make a complete ADA pathway without using the ramps.
  - Sought and received confirmation that the paths would undergo the same snow and ice removal as the rest of the high school campus
- Mr. Kapust
  - requested that the material between the curb and the fence be made of cobble or another material to prevent people from walking there as it would be unsafe
    - Mr. Landgren stated that it will be a cobble or similar product that discourages pedestrian activity
- Emily Jacobson, a resident of Walnut Street inquired into whether this will be a longer or shorter walk for those who use this side of the street?
  - Mr. Landgren stated that it is slightly longer to achieve maximum slopes making it more ADA compliant and friendly
- Mr. Pinches inquired into the possibility of installing a heating system in the paths? - He was referred to the Parks & Recreation Commission who has jurisdiction over that issue

***Vice Chair Kapust made a motion to approve the discontinuation of the sidewalk along the northern curblin on Tappan Street from the proposed crosswalk to Cypress Street to allow for the creation of an improved ADA***

*compliant pathway through Cypress Playground. The motion was seconded by Ms. Moore and passed by a vote of 6 to 0.*

### **DISCUSSION AND ACTION ON PROPOSED BICYCLE IMPROVEMENTS SURROUNDING THE BROOKLINE HIGH SCHOOL CAMPUS**

- Transportation Administrator Kirrane
  - stated that in October 2019 the Board approved all of the Transportation related improvements for the BHS Expansion Project except the bicycle accommodations because the members of the Bicycle Advisory Committee (BAC) requested the opportunity to present their own plan that meets the needs of cyclists entering and exiting this campus area.
  - presented the attached plan, which was developed and approved by the Bicycle Advisory Committee and vetted with stakeholders including students and faculty via online polls and in person interviews. Staff recommended the proposal with the exception of back in angled parking on Tappan Street due to safety concerns with the school age pedestrians who cross in between the cars. In terms of those streets with different options, staff recommended the 2-way path on Greenough Street to provide safe accommodations in both directions and the parking protected bike lane on Tappan west because it is the safest option for cyclists.
  - Stated that the project is over budget and has a pre-established budget for bicycle accommodations so not all of this proposed work will be paid for by the project and instead will have to be funded in future years using Bicycle CIP, TNC, or Complete Street funds
- Andrew Jonic of William Rawn Associates and Liz Peart of Howard Stein Hudson, the consultants for the BHS Expansion Project presented the attached presentation and stated that they have concerns about Fire Department access and loss of parking due to the affects by the BAC proposals as well as concerns about the back in angled parking on Tappan Street due to the nature of the school age pedestrians crossing in between the cars.
- Mr. Bowman provided the attached presentation providing background on the methodology and guiding principles of the plan and requested that Sumner Road have a 20 mph safety zone speed limit like the Board adopted for other abutting streets in the area
- Mr. Tali
  - sought and received confirmation from Mr. Bowman that in the BACs opinion cyclists would still contraflow on the streets even if the Town provided designated with flow routes instead.
  - Stated that the school services 2000 students from throughout the town and not all of them arrive by bike or walking, some drive from South Brookline and other neighborhoods. He believes that the Board must balance safe bike accommodations against proper

traffic operations, which are a mess right now. Therefore, the Board should weigh the impact of any changes against its impact on traffic operations and potential safety issues stemming from that. He does not believe that what is being proposed is a safe solution on streets because it diminishes traffic operations.

- Ms. Moore
  - sought and received confirmation that staff will use BIKE STOP signs for those areas where the bike lane does not have the right of way
  - inquired into the total loss of parking spaces that would be lost in the staff recommended plan and their locations:
    - Staff indicated a total of 27 parking spaces lost (Davis 7, Sumner 5, Tappan east 3, Tappan west 12)
- Dr. Gibbs
  - inquired into whether or not the BAC collected data on users of other micro-mobility devices including scooters, skateboards, etc.
    - Mr. Bowman indicated that the survey did not distinguish between the micro-mobility modes and just incorporated them all into one user group
  - stated that she is very familiar with the area as a resident of Aspinwall Hill who bikes through this area with her young children.
  - Stated that she believes that the main focus of the Board should be on the safety of the high school students who spend the vast majority of their time walking, biking, and driving to and through the campus and the other children who use these facilities on a daily basis as they are the most vulnerable users of our public ways
  - Stated that the Board must consider the impacts of Climate Change and how we need to plan now for the effects of 2030. That given that the high school will not be changed for 50+ years, the Board needs to make forward thinking choices for 10, 20, 30 years from now and not just how things are today.
  - Stated that the Town should follow NACTO standards and best practices which focus transportation planning on prioritizing the safety of users of the public way, especially pedestrians and cyclists, over traffic operations and how fast we are getting motor vehicles through a location
- Vice Chair Kapust inquired into the safety for cyclists using the contraflow lanes in the winter months when the bollards are removed?
  - Mr. Bowman stated that while he is not happy that the bollards are removed in the winter, having the lane marked and with the buffer will be safer over existing conditions where thy bike with no designated lane
- Ms. Pehlke

- inquired into the locations of the pick up and drop off areas and if there are buses in addition to personal automobiles
  - It was indicated that there are official designated drop off and pick up locations along the western curb of Greenough Street in the morning and along the northern curb of Tappan St west and southern curb of Tappan St east during the morning and afternoon. Buses are usually on Tappan St east. Unofficial zones include Lowell Rd and Welland St.
- Inquired into why the BAC plan is recommending use of contraflow lanes on all streets with sharrows for with flow cyclists instead of with flow bike lanes on all streets given that most cyclists voice safety concerns over the use of sharrows?
  - Mr. Bowman stated that the BAC did an access and egress analysis from where cyclists would approach designated bike parking areas for the campus as a whole and these are the direct routes that are taken today and the accommodations make the desired path of travel safer and more convenient. Given this it was their belief, supported by over 80% of the people who responded to their poll, that having legal access in both directions, although it meant with flow sharrows, was better than having legal access in only the with-flow direction.
- Expressed her concern with the visual clutter being created with all of the delineator posts and wondered if there really is a need, given the speed, for more than the pavement markings and DO NOT ENTER EXCEPT BIKES signs that many of our other contraflow lanes have
- Given limited funds she believes that the Board should provide a list of priorities so the building project knows which to do first, second, third, etc.
  - Transportation Administrator Kirrane stated that the BAC looked at how people are arriving at the site, but when you look at the campus the main streets are Davis, Greenough, and Tappan west
  - Chair Dempsey agreed that the Board should prioritize these three locations in the order of Tappan East, Davis, Greenough and the Board should continue with more discussion on Tappan west and Sumner
- Nancy Heller, a Select Board member and Co-Chair of the BHS Expansion Project Building Committee stated that the plans look good but they have 4 main areas of concern:
  - As stated by Transportation Administrator Kirrane the project is over budget and there is no ability to assume additional cost for bicycle accommodations beyond what was previously budgeted

- The back in angled parking from a safety perspective and prefers it stay pull in angled parking as recommended by staff and the BHS consultants
- The drop off/pick up areas must remain available and safe
- The reduction of staff parking in the area and ensuring that Board will keep the commitment to provide the voted amount without going out too far
- David Randolph, Deputy Chief of Fire Prevention for the Town of Brookline stated that he has reviewed the proposed lane widths and does not have any objections to the plan proposed by BAC as presented by staff. He reminded the Board that the larger concerns for the Fire Department response is tightening the corner radii too much on plans, but he does not see that on these plans.
- Leo Schreiber-Wacnik, a freshman at Brookline High School stated that he currently bikes to and from school and he supports the BAC recommended plans which will improve cycling safety
- Anya Ditkoff and Myles, both freshmen at Brookline High School stated that they support the BAC recommendations because biking to the high school campus is unsafe since there are no accommodations right now. They especially like the left turn from Cypress onto Tappan Street because that movement is especially dangerous for those students traveling from the Rte. 9 area.
- Anne Lusk, a resident of 18 Hart Street recommended that the Board think outside the box and make all streets around the campus a shared street. Additionally she would like the Board to consider making the sidewalk on the southern curb of Tappan Street between the raised crosswalk and Cypress St narrower to allow for a 2-way cycle track on this portion to increase cyclists safety.
- Jan Preheim, a resident of 217 Walnut Street is a recently retired teacher at the Lincoln School who used to bike or walk to and from school daily. Her children regularly walked and biked to BHS. She strongly believes that the Board must adopt plans that makes it safer for students, teachers, and other community members to bike safely to school. She also pointed out that for every bike on the road it means on less automobile, which helps Brookline achieve our climate goals adopted by the Select Board and Town Meeting, and it is a healthier option for all those involved. She took part in the BAC outreach activities and interviewed 50 students at BHS, all of whom were supportive of the plans as well. She supports the BAC plan and recommends that the Board adopt it.
- Hannah Parker, a resident of 151 Middlesex Road and a physician who works at One Brookline Place stated that she bikes through this area on a daily basis as part of her commute during different parts of the day. She has two children at the high school and one at the Heath School and she cannot convince them to bike to school on a regular basis because of their safety concerns with traffic in the area. Because if this she also has

the experience of coming through this area as a parent who is dropping her children off via motor vehicle. She strongly supports the BAC plan because it will dramatically increase safety for cyclists and lead to an increase in mode shift making it better for the environment and healthier for all children.

- An unidentified member of the public thanked the BAC for their thorough access and egress study and supports their recommendations for contra-flow bike lanes. She hopes in the future the Town will go further and install protected two way bicycle accommodations.
- Jacob Meunier, a resident of 17 Williams St and a member of the BAC (although noted speaking for himself) thanked everyone involved in developing the proposal which he believes is progressive and forward thinking. He especially supports the contraflow lanes on Davis and Tappan because they abut greenspace, which makes for a nicer ride and will be well used.
- Nancy O'Connor, a resident of Hurd Road and a member of the Parks & Recreation Committee thanked everyone involved in the process to date because they are bringing very thoughtful ideas to the table. She is concerned about the loss of parking in the area that will negatively affect the users of the park and the aquatic center. She asks that the loss of spaces be minimized as much as possible. She agrees that the shared plaza idea for Greenough Street in front of the school would be great, however it was ruled out because of the cost.
- Mr. Pinches sought and received assurance that traffic on Cypress Street will have sufficient time given the contraflow lane on Davis Avenue.

#### **Davis Avenue**

- Deborah Rivers a resident of 175 Davis Avenue stated that she has resided on the street for the past 31 years including when there was parking on both sides of the street. She is a cyclist, although she limits riding to Sundays when traffic is not as heavy. She wanted to bring to the Boards attention issues on Davis Avenue that will be complicated by the BAC proposal to shift parking to the residential side along the northern curb including the negative impact of trash and recycle day with bins being blocked by parked cars and the fact that the residential curb is used as an unofficial pick up location closer to the intersection with Greenough. She stated that she was not aware of the plan except for the Board's mailing to her house. There was no outreach to the residents with respect to the survey done by the BAC. This plan will make it more difficult for residents so she would like the Board to take all of this in consideration when voting.
- Vice Chair Kapust
  - sought and received that there is no inclusion in this plan to move or relocate curbing and all plans are remaining within the current curb lines. Staff indicated that the budget for bicycle accommodations was for paint only and if the Board starts to

consider relocating curb the cost will escalate quickly and less will be accomplished.

- Inquired into a Pedestrian in Crosswalk on the Davis Ave contraflow lane as it approaches the raised crosswalk - staff indicated that they would include that in the final plan
- Inquired into what it would take to allow the bollards to remain year round - staff indicated that it is at the discretion of the Commissioner of Public Works and his directive at this time is to remove that from November 15<sup>th</sup> to April 1<sup>st</sup>

### **Greenough Street**

- Vice Chair Kapust
  - stated that during non-school hours when people stop or park on both sides against the posted parking regulations that people must travel slowly through the area because of the tightness of the road. He expressed his concern that with the staff proposed plan for a 2-way multi-use path that speed will pick up when the delineator posts are removed. Therefore, he supports the alternative option, which is a parking protected contraflow lane with sharrows for with flow direction because after 4pm the parked vehicles will maintain the traffic calming effect of the narrow travel lane.
    - Chair Dempsey, Ms. Moore, and Mr. Tali supports this option for the same reasons
  - Expressed his concern with the intersection of Greenough and Davis and while he understands that the project does not include moving curbs, he would like to something done to prevent cyclists from making a sweeping right turn onto Davis without having to slow down because it could lead to bike on pedestrian crashes
- Ms. Pehlke
  - would like to see the idea of a plaza design explored that closes off the area to motor vehicles and allows it to operate as it does during school hours with a car-free connection to the park for pedestrians and cyclists. She realizes that this may be a more long term plan but in the interim she supports the staff design because it is a step closer in that direction by removing the illegal parking that takes place there right now
  - prefers the staff recommended plan of the two-way multi-use plan
    - Dr. Gibbs agreed

### **Sumner Road**

- Mr. Tali expressed concern that the BAC did no direct outreach to the residents of this street to get their input on the total loss of parking by the staff recommended plan and noted that the agenda, which was mailed out, did not include any information about loss of parking. Because of this he would not support this portion of the plan at this time

- Ms. Moore shares this concern and is would not support this plan without further outreach

### **Tappan Street East**

- Dr. Gibbs inquired into the difference of safety between back in and pull in angled parking when you consider that kids are crossing from both sides and encountering vehicles backing in or out
  - Ms. Peart and Transportation Administrator Kirrane agreed that those crossing from the building side to the park side as well as the drivers for the vehicles have an improved field of vision to identify cars backing out of the space than those who are backing into the space
- Mr. Tali
  - stated that in October the consultants stated that there was not room to add a bike lane. Now there is a proposal to do so, so what has bene reduced to accomplish this?
    - Staff stated that the angled parking is at a steeper angle which reduces the width used from 18 feet to 15 feet and the general travel lane is reduced from 16 feet to 12 feet and the drop off/pick up lane is reduced from 8 feet to 7 feet.
    - Ms. Peart stated that these are standard widths and the steeper angle would improve sightlines for those vehicles backing out of the space
  - Inquired into whether the length of the right and left turn lanes on Tappan Street at Cypress were sufficient to meet the demand or will it have a negative effect on traffic operations?
    - Staff indicated that they did a queue analysis using synchro and that there is sufficient length, however we can run it again and if needed we can continue the lanes to the raised crosswalk without affecting the proposed contraflow bike lane
- Vice Chair Kapust
  - into a Pedestrian in Crosswalk on the Tappan Street contraflow lane as it approaches the raised crosswalk - staff indicated that they would include that in the final plan
  - inquired into whether or not staff would consider installing engineered rubber curbs between the angled parking and the contraflow lane to provide year round protection
    - staff indicated that it would be at the discretion of the Commissioner of Public Works and he would likely base his opinion on their impact of street cleaning and snow removal

### **Tappan Street West**

- Mr. Tali
  - expressed concerns that the proposed recommended plan will lead to negative traffic operations and safety because currently

the drop off/pickup activities in the morning take place on the northern curb line and parked vehicles are on the southern curblin. There is enough space for vehicles to bypass the drop off/pick up and he believes this ability will be eliminated under the recommended parking protected bike lane.

- Staff stated that this could be addressed with a morning parking restriction like the one that exists on Sumner Road to allow the parking lane to be used by bypassing vehicles
- expressed concern that the BAC did no direct outreach to the residents of this street to get their input on the total loss of parking by the staff recommended plan and noted that the agenda, which was mailed out, did not include any information about loss of parking. Because of this he would not support this portion of the plan at this time
  - Ms. Moore shares this concern and is would not support this plan without further outreach
- Vice Chair Kapust inquired into the possibility of adding parking on the northerner curb between Welland Road and Blake Road to add back parking lost by the staff recommended parking protected bike lane?
  - Staff indicated that they could should the Board vote to do so.

***Vice Chair Kapust made a motion to approve the following cross sections in the order of preference for installation:***

***Tappan Street (One way Greenough/Sumner to Cypress)***

- ***7 foot curbside drop off/pick up lane***
- ***12 foot eastbound travel lane with sharrows for with flow bicycles***
- ***15 foot nose in angled parking lane***
- ***2.5 foot painted yellow buffer with delineator posts***
- ***5 foot street level contraflow westbound bike lane***
- ***Left turn bike box on Cypress St northbound to allow bikes to enter Tappan Street via a left turn movement***

***Davis Avenue (One way Cypress to Greenough)***

- ***5 foot street level contraflow east bound bike lane***
- ***3.5 foot painted yellow buffer with delineator of posts***
- ***10 foot westbound travel lane with sharrows for with flow bicycles***
- ***7 foot parking lane with 27 parking spaces on the northern curb line***
- ***Installation of a red, yellow, and green signal indication and video detection installed at the traffic signal on Cypress Street at Davis Avenue***

***Greenough Street (One way Davis to Tappan)***

- ***5 foot street level contraflow northbound bike lane***

- *4 foot painted yellow street zone buffer with delineator posts*
- *7 foot southbound parking lane for non-school hours*
- *11 foot southbound travel lane with sharrows for with flow bicycles*

*The motion was seconded by Mr. Tali and passed by a vote of 6 to 0.*

**DISCUSSION AND ACTION ON ISSUING A SECOND LETTER TO THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION, MASSACHUSETTS BAY TRANSIT AUTHORITY, AND THE CITY OF BOSTON IN SUPPORT OF THE COMPLETION OF THE FENWAY-YAWKEY MULTI-USE**

- Transportation Administrator Kirrane stated that
  - In November 2017 the Transportation Board authorized Chair Safer to send a letter on the Board's behalf to the Massachusetts Department of Transportation, City of Boston, and Brookline Parks & Recreation Commission in favor of the design and funding of the Boston - Brookline Multiuse Pathway to connect the Muddy River multi-use pathway within the Emerald Necklace to the Fenway neighborhood.
  - According to the project website the proposed pathway will:
    - Extend the multi-use trail from the Muddy River Reservation to Fenway and Yawkey stations which will create a safe bike and pedestrian access to these stations and promotes higher transit ridership
    - Connect to potential jobs and residential units in the proposed 2 million square feet of new development
    - Offer an alternative family friendly walking and biking route that avoids heavy traffic at Park Drive where it meets the Muddy River.
  - Due to objections from the MBTA based on the impact on their right of way and maintenance layover area, the project was divided into two and only stage 1 has been funded for design and construction as part of the current TIP funding cycle by MassDOT. Stage 1 will construct the multi-use path from Park Drive to Maitland Street and include the Fenway MBTA stop to Yawkey Commuter Rail stop.
  - However stage 2, the connection from the Muddy River pathway in Brookline under Park Drive to the Landmark Center and Fenway MBTA stop remains unfunded. Although the City of Boston has stated its commitment to see that both stages are completed, it requires support in the way of funding and use of their land from MassDOT and the MBTA.
  - Hugh Mattison, a Town Meeting Member has been advocating on the behalf of the users of the pathway to secure support from these agencies to see that the Muddy River connection is made.
  - Given this, the Pedestrian Advisory Committee has asked that the Board send a letter to the Massachusetts Department of

Transportation (MassDOT), Massachusetts Bay Transit Authority (MBTA), City of Boston, and our State House delegation in support of stage 2 being funded and constructed.

- The draft letter expresses the Board's disappointment that stage 2 is not moving forward and urges MassDOT and the MBTA to work with the Town of Brookline and City of Boston to fund and construct the project as a whole. Although it may remain as two projects, it will at least express to them that Brookline is committed to seeing the entire path completed in a timely manner
- Hugh Mattison, a Town Meeting Member from Precinct 5 stated that the project appeared to be moving forward as planned but when he reviewed the 75% plans he realized that this important connection under Park Drive was removed. When he inquired into why he was told that the MBTA raised objections so the MPO only partially funded the other portion of the project. He organized a site walk with representatives from Brookline, Boston, and the MBTA to understand their objections and circulated a petition with over 500 signatures on it to get stage 2 of the project moving forward. He supports the Board sending the draft letter and recommended we add as a cc the property owner for the Landmark Center.

***Vice Chair Kapust made a motion to authorize Chair Dempsey to send a letter to the Massachusetts Department of Transportation, Massachusetts Bay Transit Authority, City of Boston, and State House Delegation in support of the design and construction of Stage 2 of the Fenway-Yawkey Multi-use Path. The motion was seconded by Mr. Tali and passed by a vote of 6 to 0.***

**MEETING ADJOURNED**



# CYPRESS STREET PLAYGROUND

## SITE PLAN



LEGEND

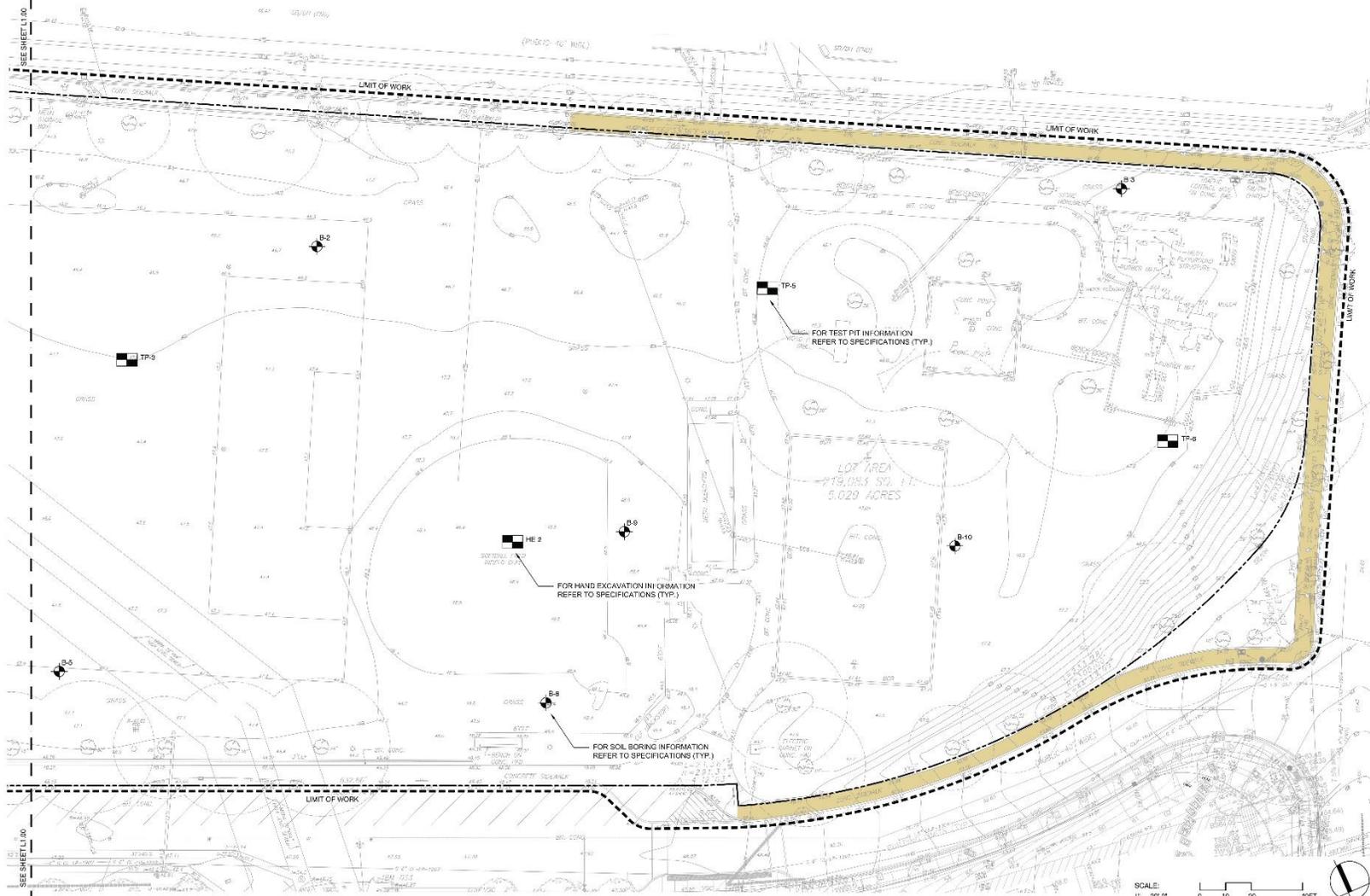
- LIMIT OF WORK
- - - - - PROPERTY LINE
- MATCH LINE
- BR/B BIT CONC. BERM
- BTW BOTTOM OF WALL
- TRW TOP OF WALL
- TRW TEMPORARY BENCH MARK
- REC RECORD
- CALC CALCULATED
- LC/LC LAND COURT CASE
- DT/DI DISTANCE OF TITLE
- SDC VERTICAL GRANITE CURB
- DT/DT IRREGULAR
- CONC CONCRETE
- TOP OF CURB
- BTW/BT BOTTOM OF CURB
- INVERT ELEVATION
- TRW TOP OF TRAP
- FOUND FOUND
- FDZ FULL OF DEBRIS
- TRW CENTERLINE OF TROUGH
- TOP OF VERTICAL PIPE
- IND/IND INACCESSIBLE
- SO, FT. SQUARE FEET
- RADIUS OR RIV ELEVATION
- LENGTH
- TRANSFORMER
- REINFORCED CONCRETE
- CAST IRON PIPE
- BOUND FOUND WITH DRILL HOLE
- STONE SOUND WITH DRILL HOLE
- POINT OF CURVATURE
- POINT ON CURVE
- TOP OF DEBRIS
- TOP OF WATCH

- BR 11 BORING LOCATION - BID DOCUMENTS
- TP 1 TEST PIT LOCATION - BID DOCUMENTS

GENERAL NOTES

REFER TO SHEET L1.00 FOR GENERAL NOTES

- ELECTRIC HANDHOLE
- IRIGATION CONTROL VALVE
- SOLLARD
- SIGN
- CLEAN OUT
- SEWER/STAIL GOAL
- GUARD RAIL
- METAL FENCE
- SEWER
- DRAIN
- WATER
- GAS
- ELECTRIC
- TELEPHONE
- CABLE TELEVISION
- PIPE SIZE AND MATERIAL
- REINFORCED CONCRETE PIPE
- TELEPHONE CABLE
- POLYETHYLENE GLYCOL
- WOOD FENCE
- WROUGHT IRON FENCE



Project  
TOWN OF BROOKLINE, MA

CYPRESS STREET  
PLAYGROUND

Weston & Sampson  
85 Devonshire Street  
3rd Floor, Boston, MA 02109  
617.412.4480 603.5AMPSON  
www.westonsampson.com

Consultants:

Revisions:

No.	Date	Description

Scale:

Issued For:  
PROGRESS  
CONSTRUCTION  
DOCUMENTS

Scale: AS SHOWN  
Date: DECEMBER 2019  
Drawn By: LH  
Reviewed By: BAK  
Approved By: ERB  
WSS Project No: 2190055  
WSS File No:

Drawing Title:  
EXISTING  
CONDITIONS PLAN

Sheet Number:  
L1.01

LEGEND

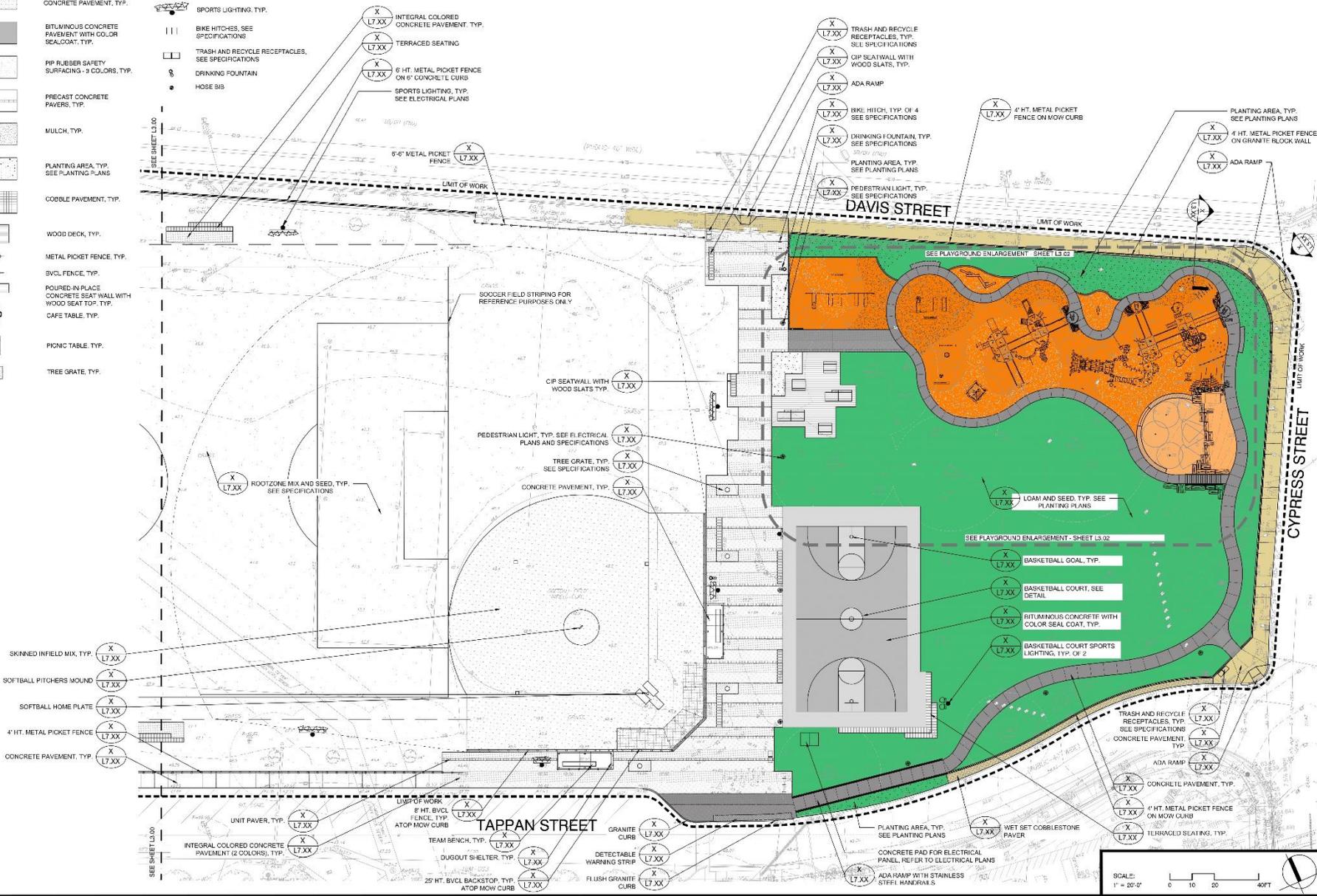
- LIMIT OF WORK
- - - MATCH LINE
- - - ENLARGEMENT PLAN
- [Pattern] CAST IN PLACE CONCRETE PAVEMENT, TYP.
- [Pattern] INTEGRAL COLORED CONCRETE PAVEMENT, TYP.
- [Pattern] BITUMINOUS CONCRETE PAVEMENT WITH COLOR SEAL COAT, TYP.
- [Pattern] PIP RUBBER SAFETY SURFACING - 3 COLORS, TYP.
- [Pattern] PRECAST CONCRETE PAVERS, TYP.
- [Pattern] MULCH, TYP.
- [Pattern] PLANTING AREA, TYP. SEE PLANTING PLANS
- [Pattern] COBBLE PAVEMENT, TYP.
- [Pattern] WOOD DECK, TYP.
- [Pattern] METAL PICKET FENCE, TYP.
- [Pattern] BVCL FENCE, TYP.
- [Pattern] POURED IN PLACE CONCRETE SEAT WALL WITH WOOD SEAT TOP, TYP.
- [Pattern] CAFE TABLE, TYP.
- [Pattern] PICNIC TABLE, TYP.
- [Pattern] TREE GRATE, TYP.

- [Symbol] SCORE JOINT, TYP.
- [Symbol] EXPANSION JOINT, TYP.
- [Symbol] CAST-IN-PLACE CONCRETE WALL
- [Symbol] GRANITE BLOCK RETAINING/SEAT WALL
- [Symbol] PEDESTRIAN LIGHT FIXTURE, TYP.
- [Symbol] SPORTS LIGHTING, TYP.
- [Symbol] BIKE HITCHES, SEE SPECIFICATIONS
- [Symbol] TRASH AND RECYCLE RECEPTACLES, SEE SPECIFICATIONS
- [Symbol] DRINKING FOUNTAIN
- [Symbol] HOSE BIB

MATERIAL NOTES

REFER TO SHEET L3.00 FOR MATERIAL NOTES

- EX. TYP. EXISTING TYPICAL
- CONC. SPECIFICATIONS CONCRETE SPECIFICATIONS
- BIT. CONC. SPECIFICATIONS BITUMINOUS CONCRETE SPECIFICATIONS
- BVCL BLACK VINYL CHAIN LINK FENCE



Project  
TOWN OF BROOKLINE, MA

CYPRUS STREET PLAYGROUND

Weston & Sampson  
85 Devonshire Street  
3rd Floor, Boston, MA 02109  
617.412.4480 600.SAMPSON  
www.westonsampson.com

Consultants:

No.	Date	Description

Revisions:

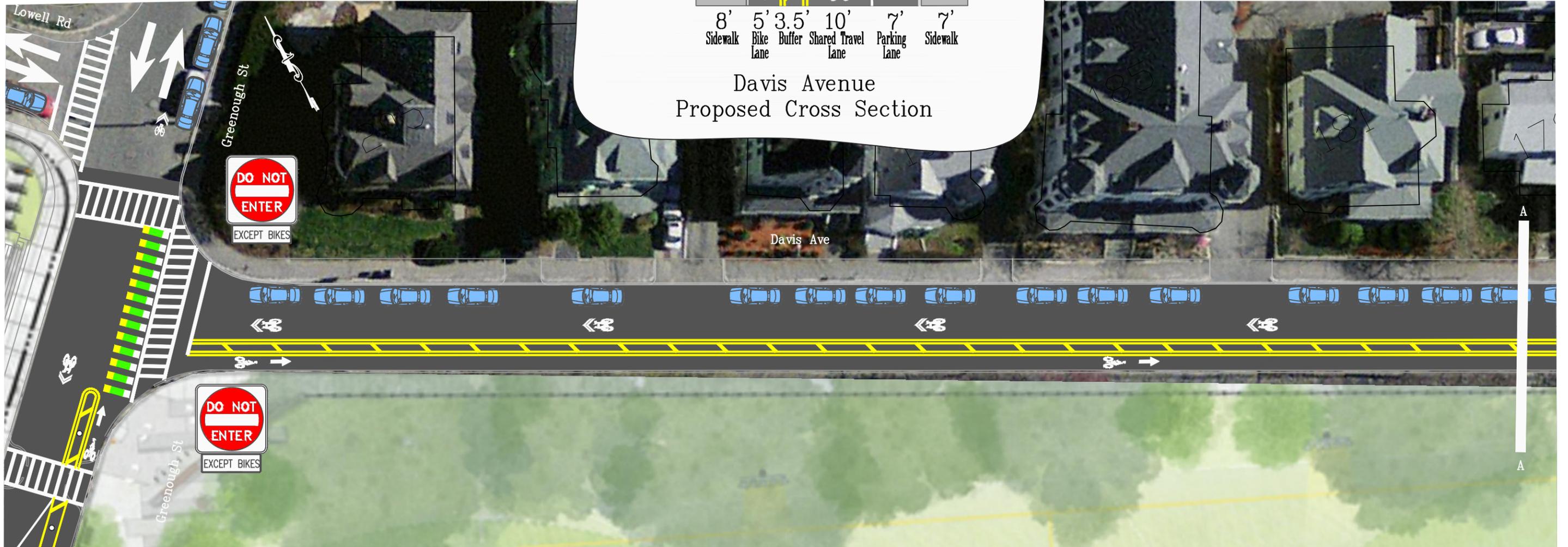
No.	Date	Description

Scale: AS SHOWN  
Date: JANUARY 7, 2020  
Drawn By: I.R. FR  
Reviewed By: BAK  
Approved By: ERB  
W&S Project No: 2150095  
W&S File No:

Drawing Title:  
**MATERIALS PLAN**

Sheet Number:  
**L3.01**

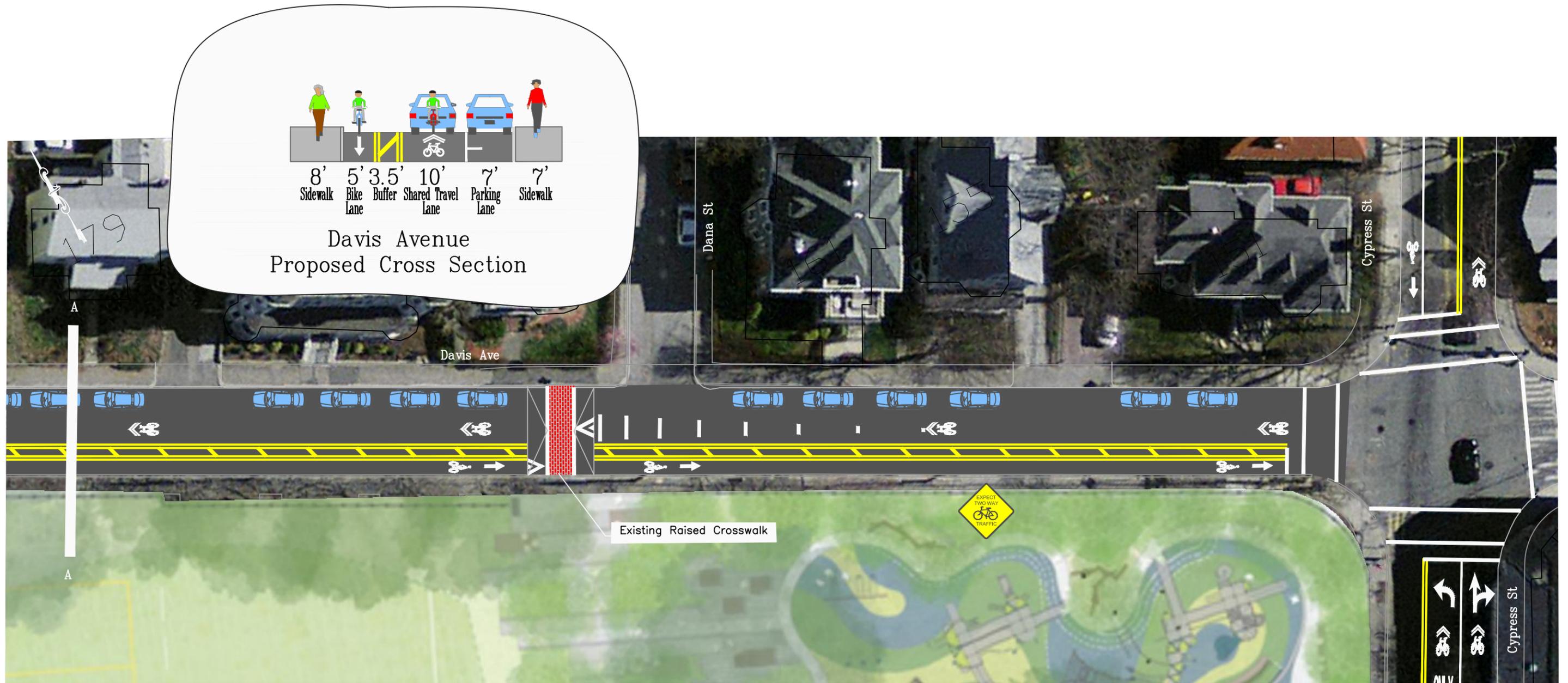




Scale: 1" = 30'

BROOKLINE ENGINEERING/TRANSPORTATION DIVISION  
333 WASHINGTON ST 4TH FLOOR, BROOKLINE, MA  
TELEPHONE : (617) 750-2138 FAX: (617) 284-9400

1-8-2020



Scale: 1" = 30'

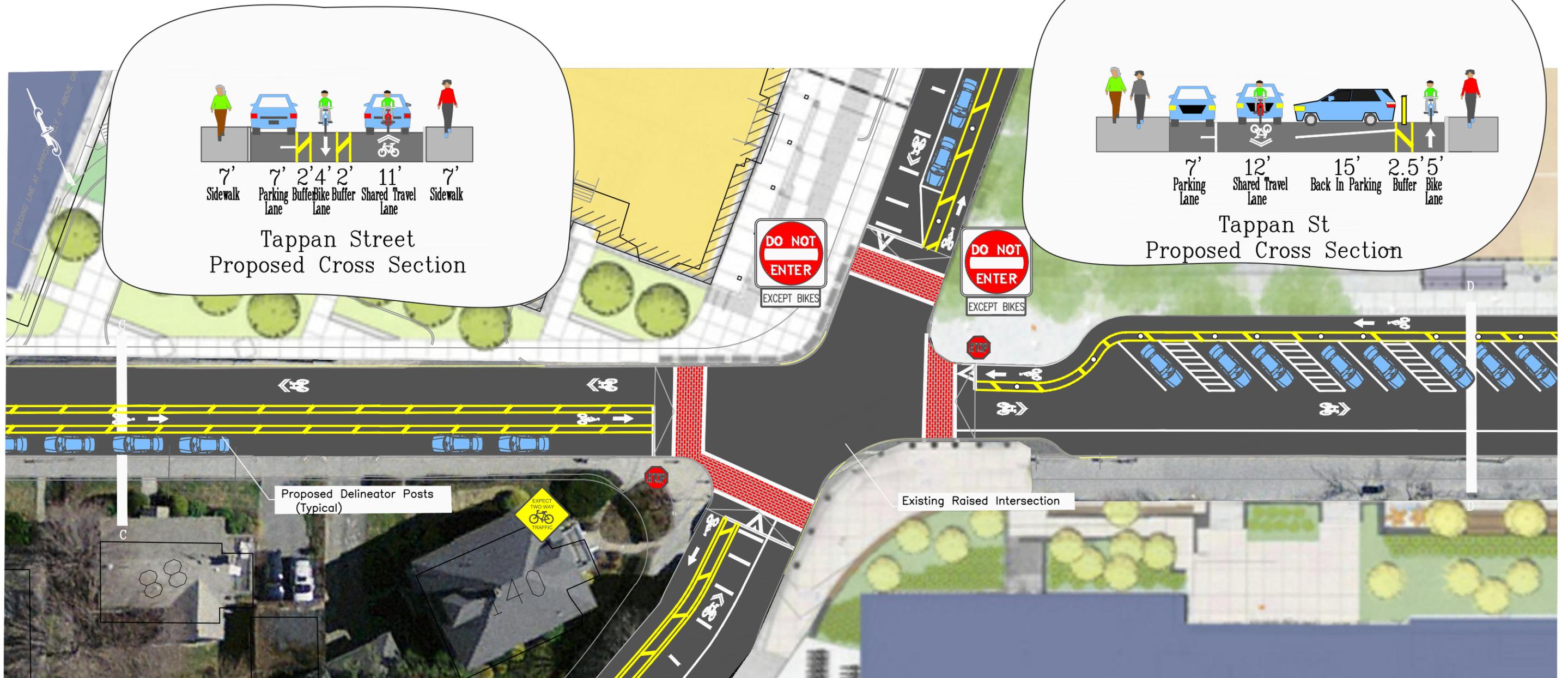


Option 1 Tappan St Contra Flow Bicycle Lane With Curb Side Parking

Scale: 1" = 30'

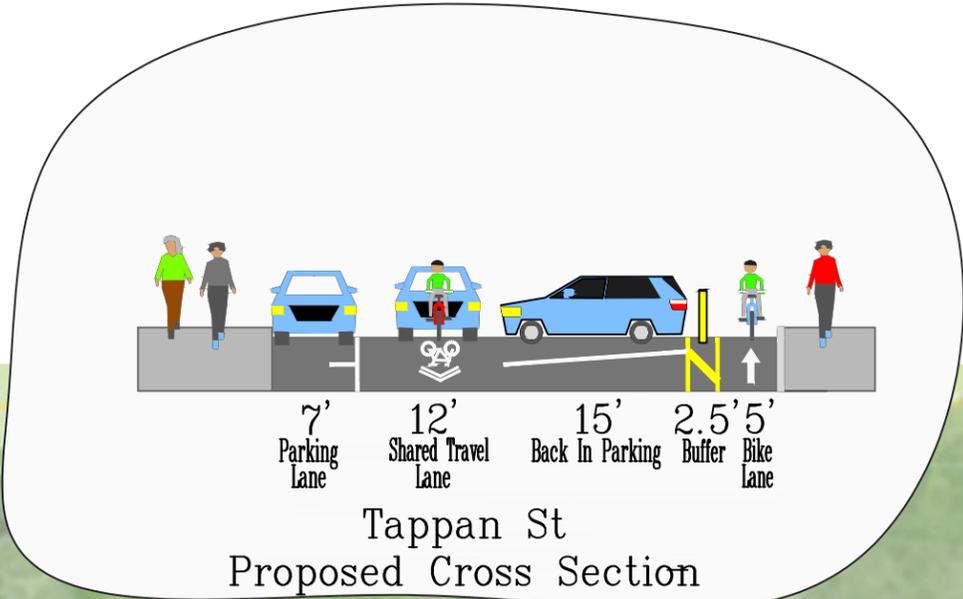


Option 1 Tappan St Contra Flow Bicycle Lane With Curb Side Parking

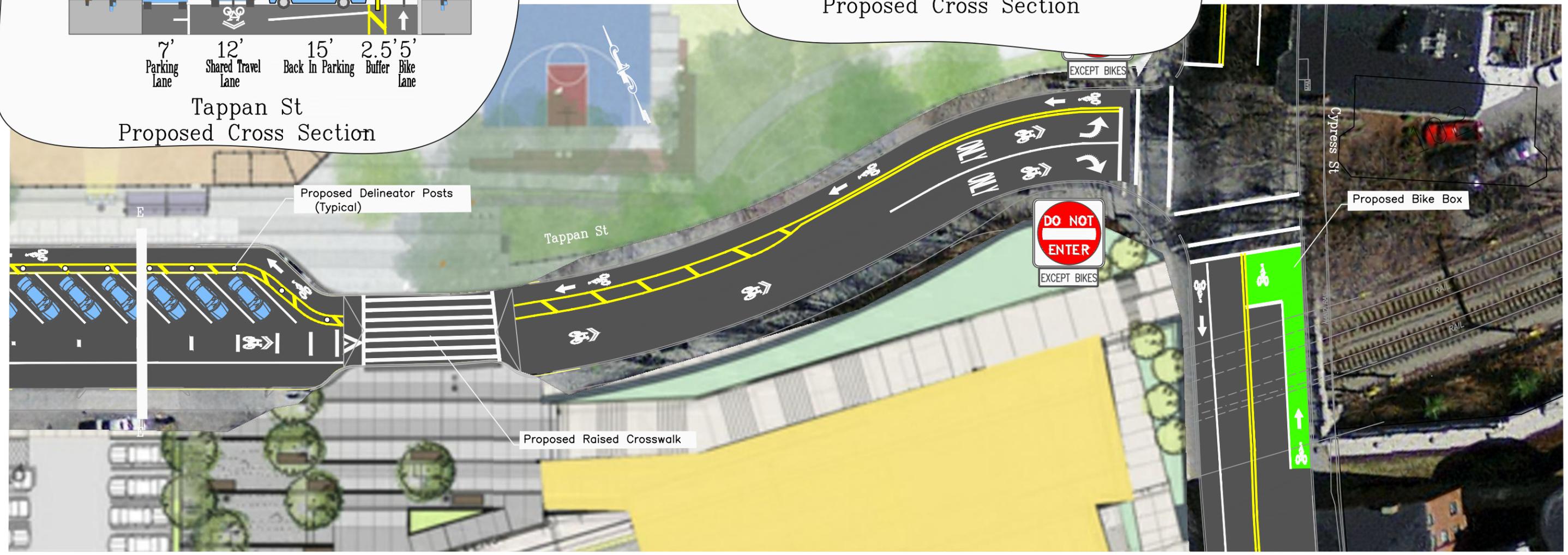
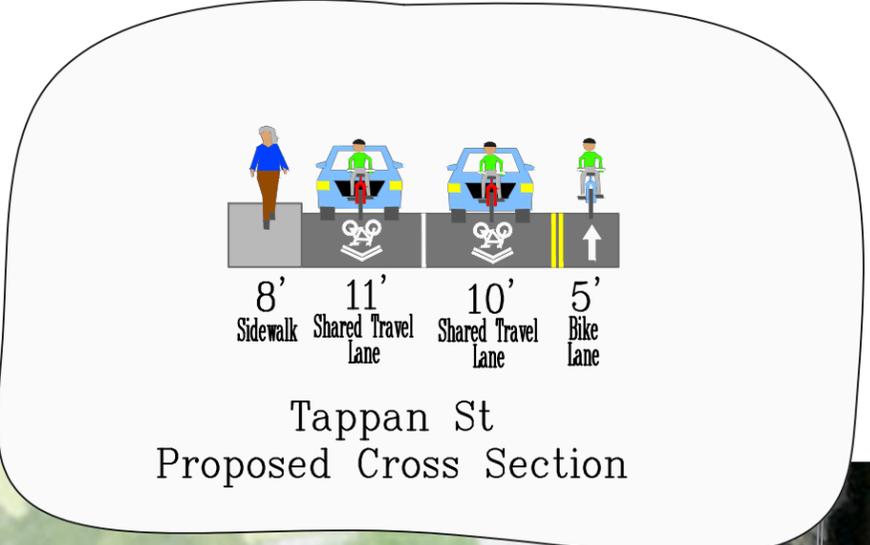
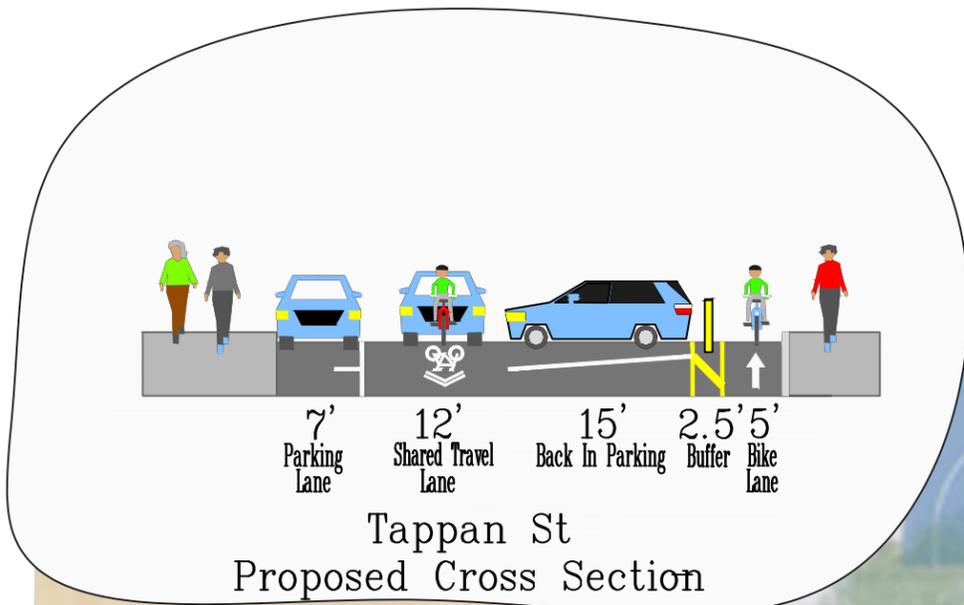


Option 1 Tappan St Contra Flow Bicycle Lane With Curb Side Parking

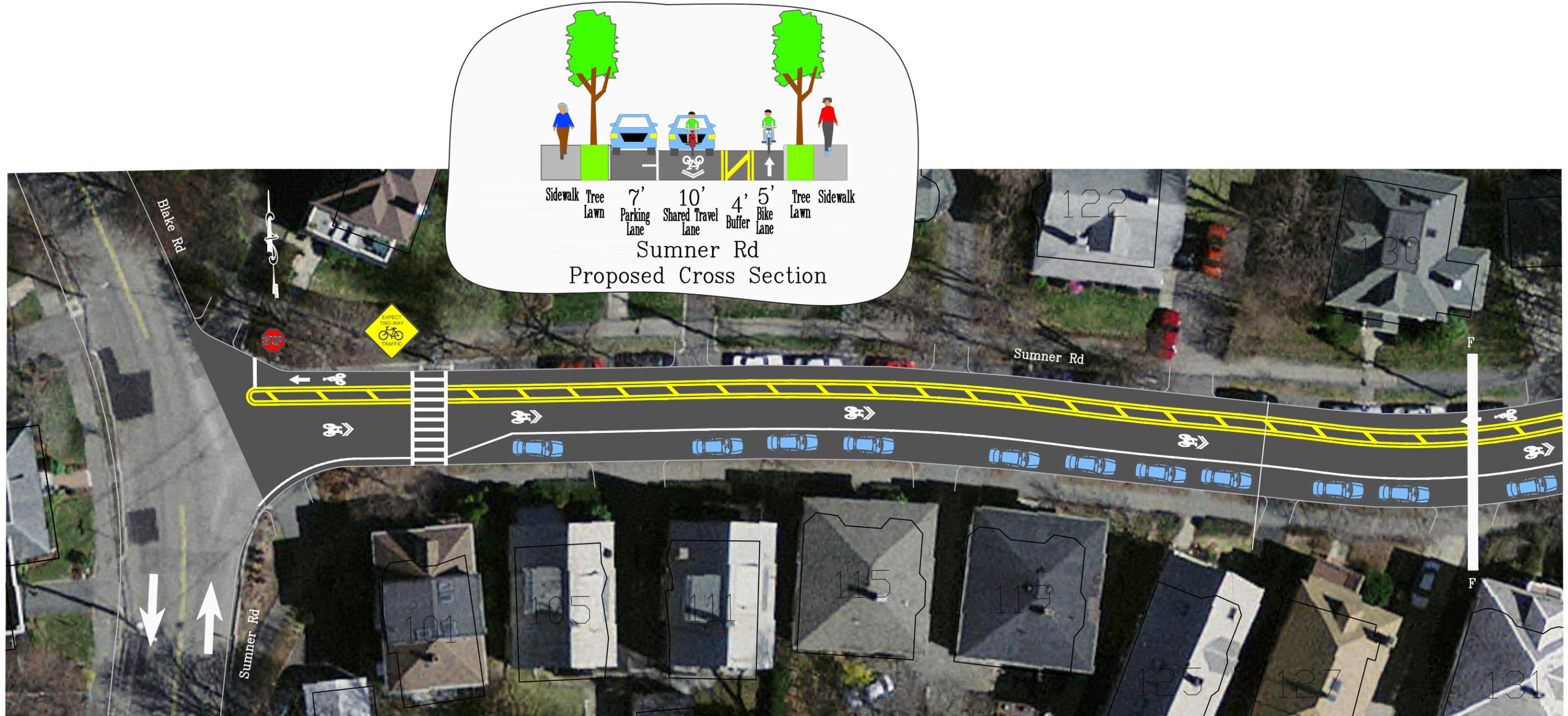
Scale: 1" = 30'



Scale: 1" = 30'



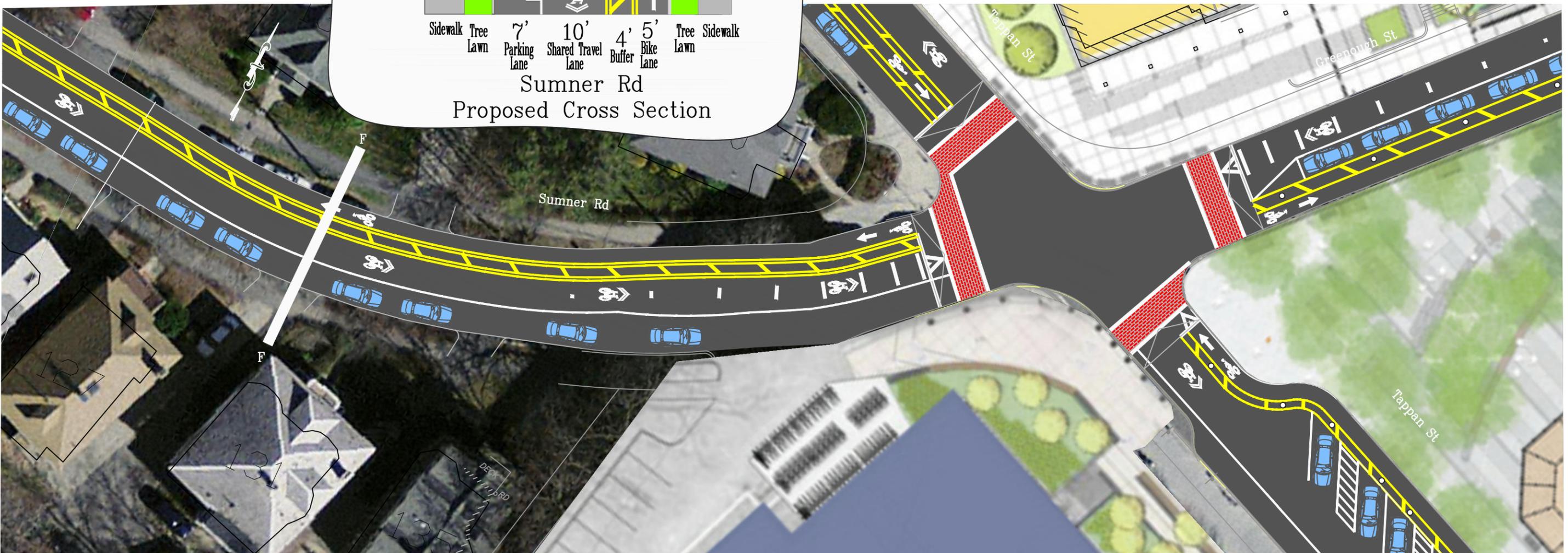
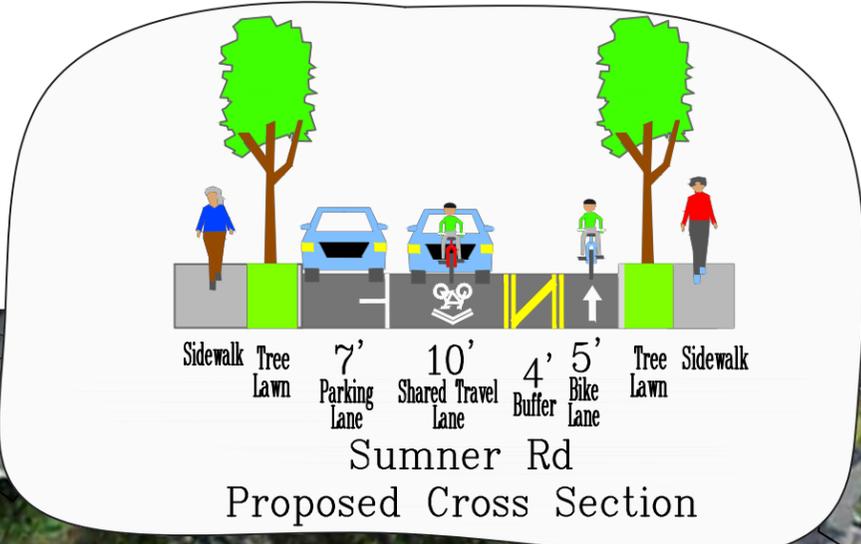
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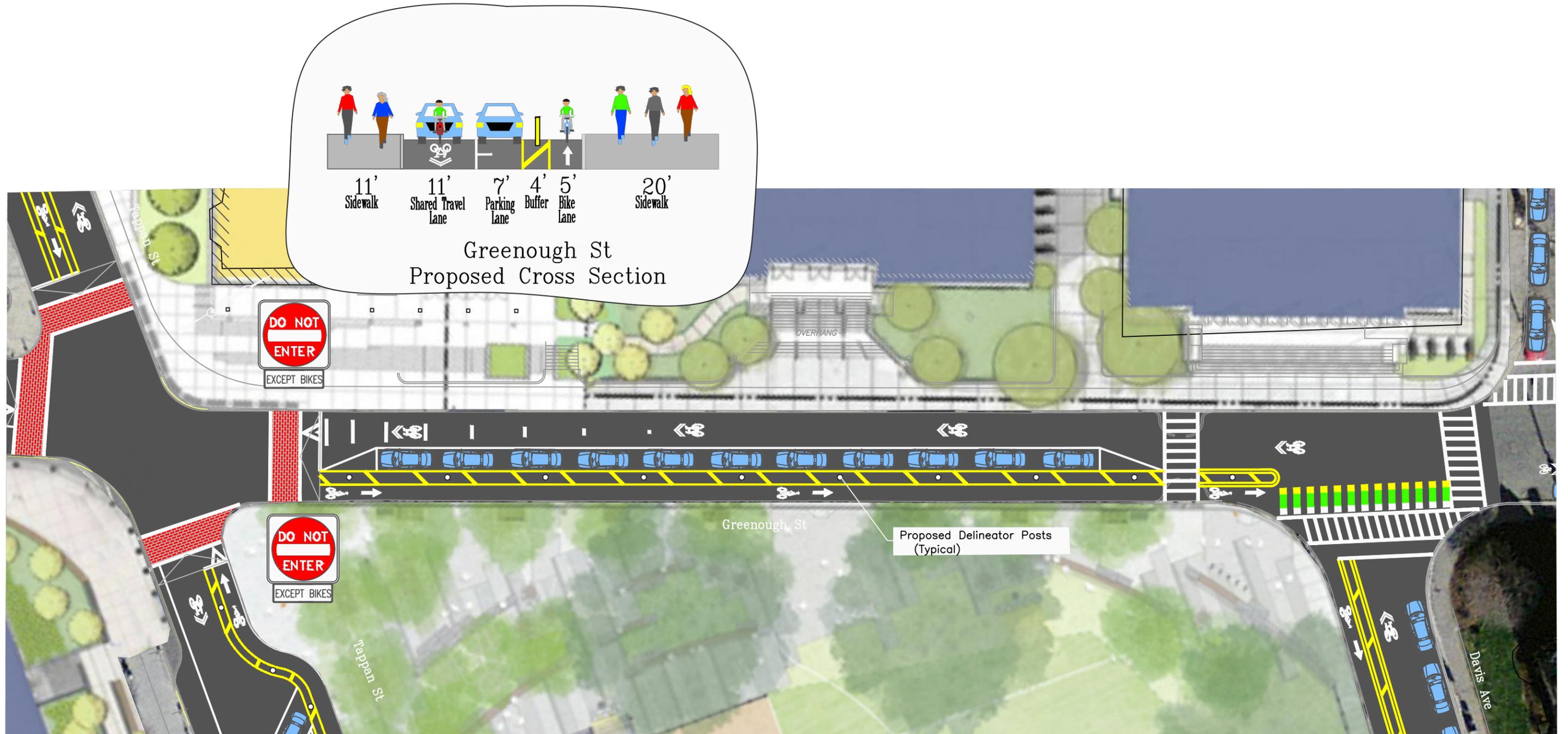


Scale: 1" = 30'

BROOKLINE ENGINEERING/TRANSPORTATION DIVISION  
 333 WASHINGTON ST 4TH FLOOR, BROOKLINE, MA  
 TELEPHONE : (617) 730-2138 FAX : (617) 284-8400

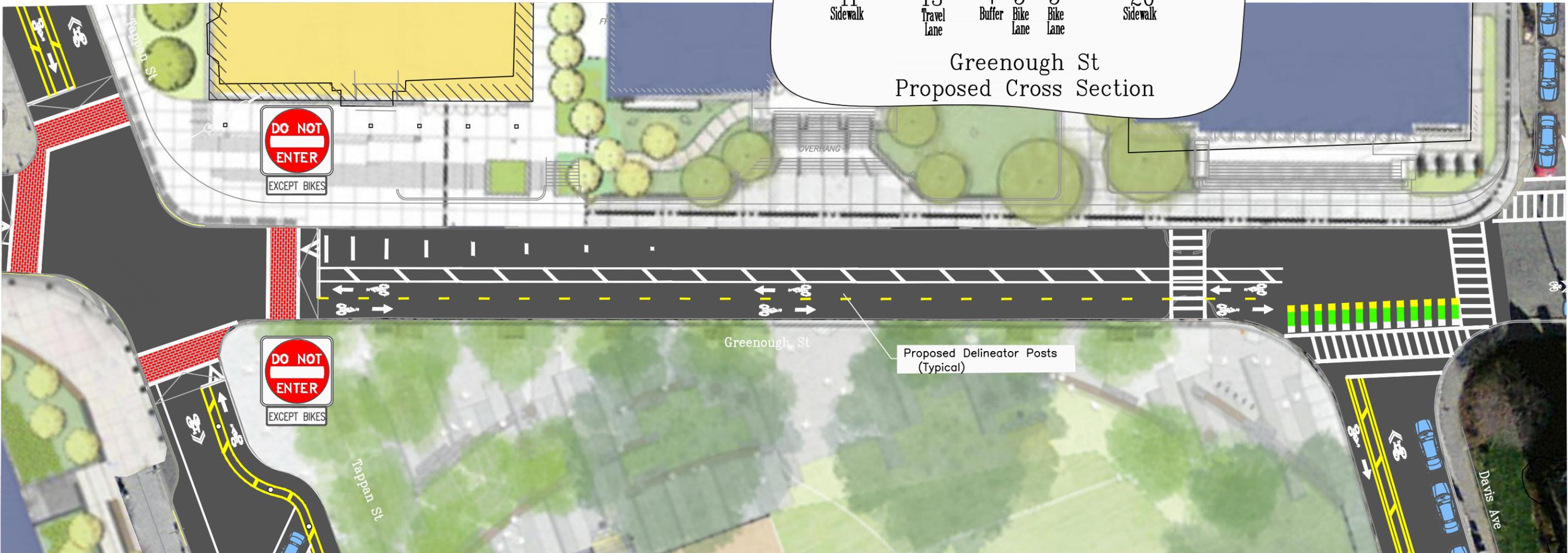
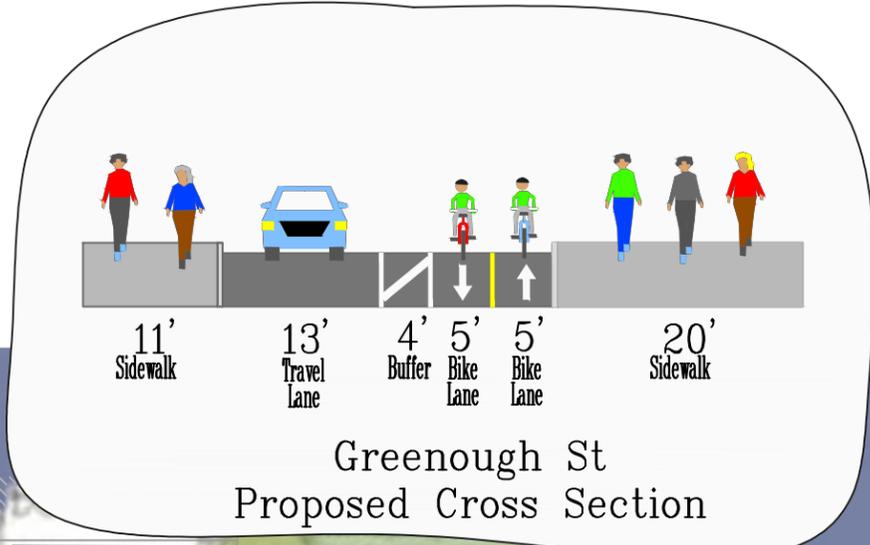
1-8-2020



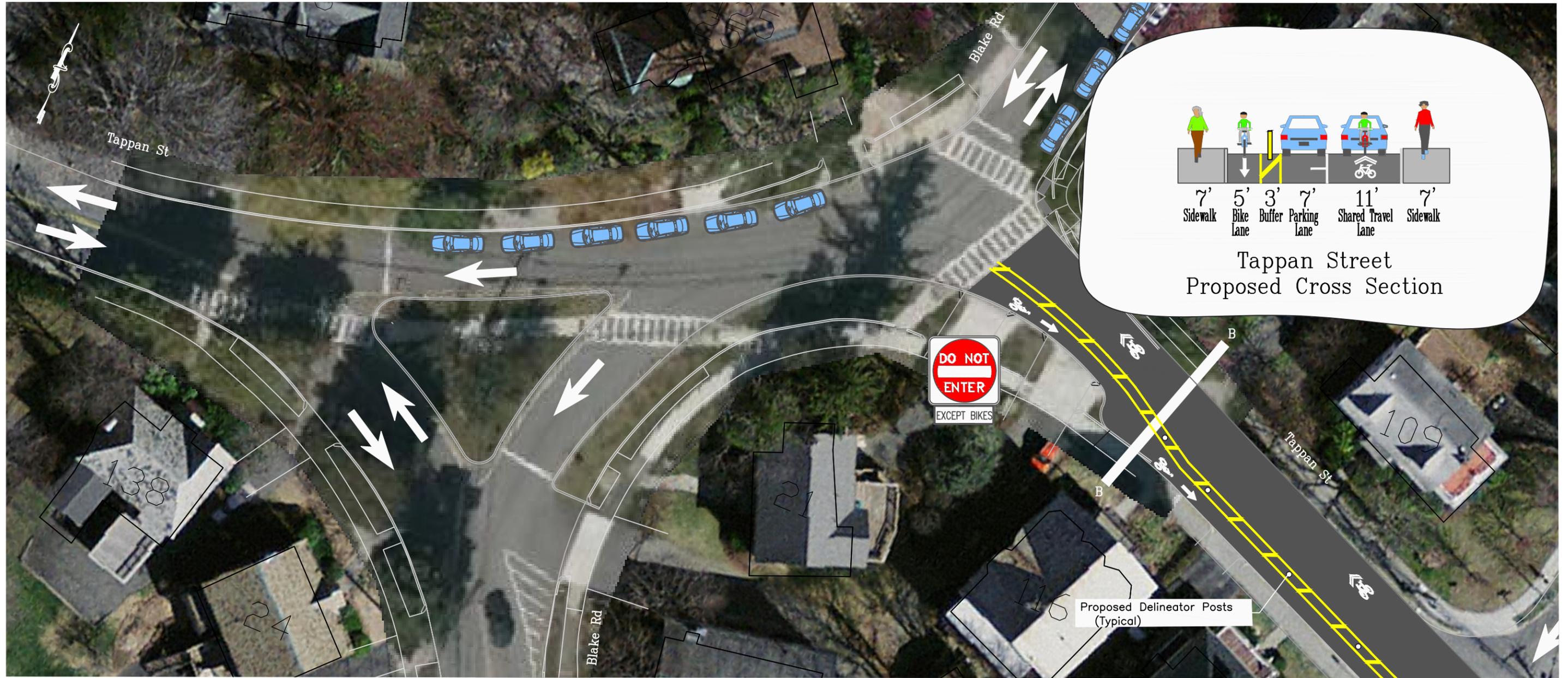


Option 1 Greenough St Contra Flow Bike Lane





Option 2 Greenough St Two Way Cycle Track



Option 2 Tappan St Parking Protected Contra Flow Bicycle Lane



Option 2 Tappan St Parking Protected Contra Flow Bicycle Lane



Option 2 Tappan St Parking Protected Contra Flow Bicycle Lane

Scale: 1" = 30'

# BROOKLINE HIGH SCHOOL EXPANSION

TRANSPORTATION BOARD MEETING  
January 13, 2020



# TRANSPORTATION BOARD MEETING

## AGENDA

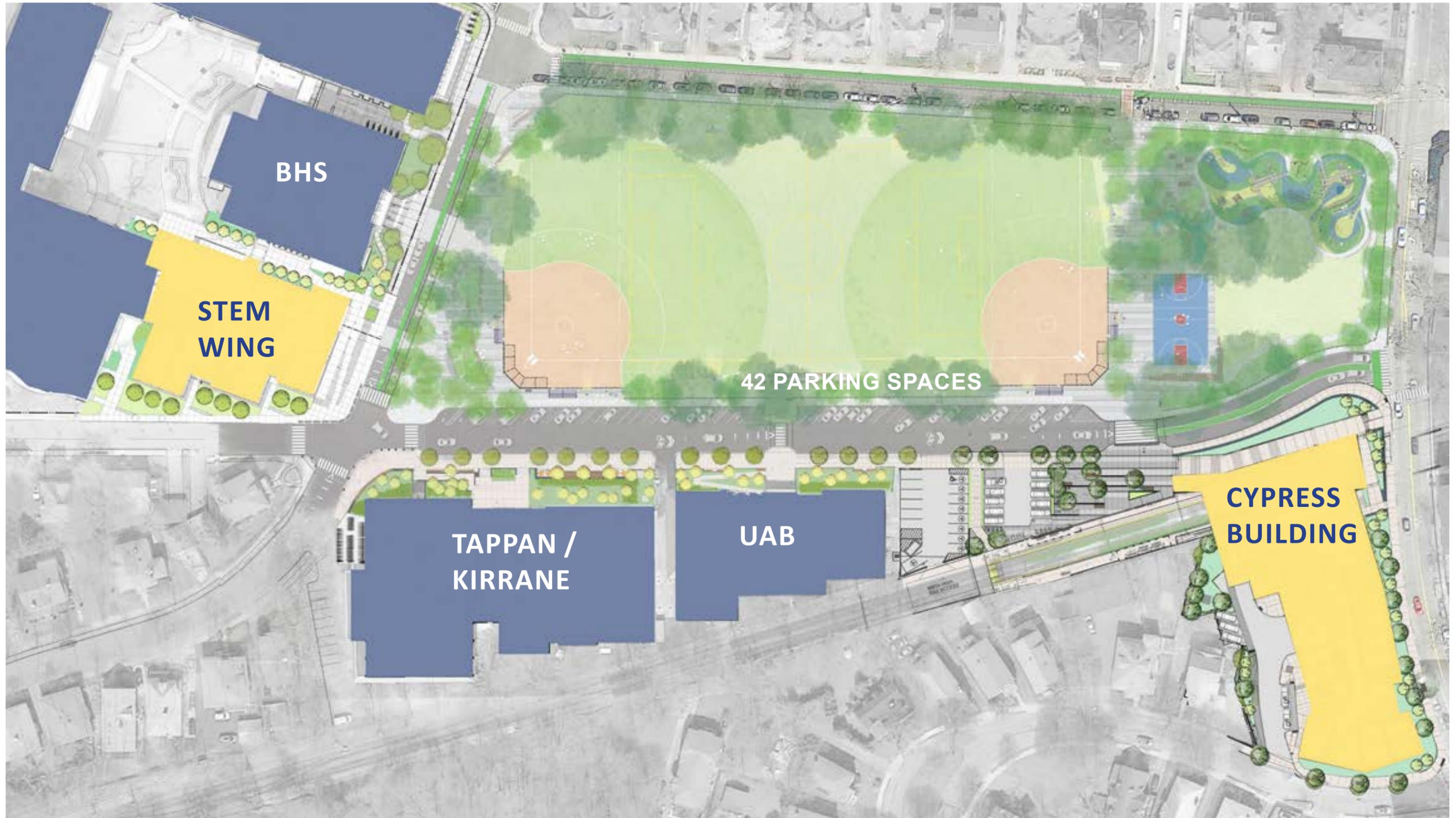
BHS Expansion Project Streetscape Improvements for Bicycles



# BROOKLINE HIGH SCHOOL CAMPUS EXPANSION



# CAMPUS TEST FIT PLAN PRESENTED ON 10/2/19

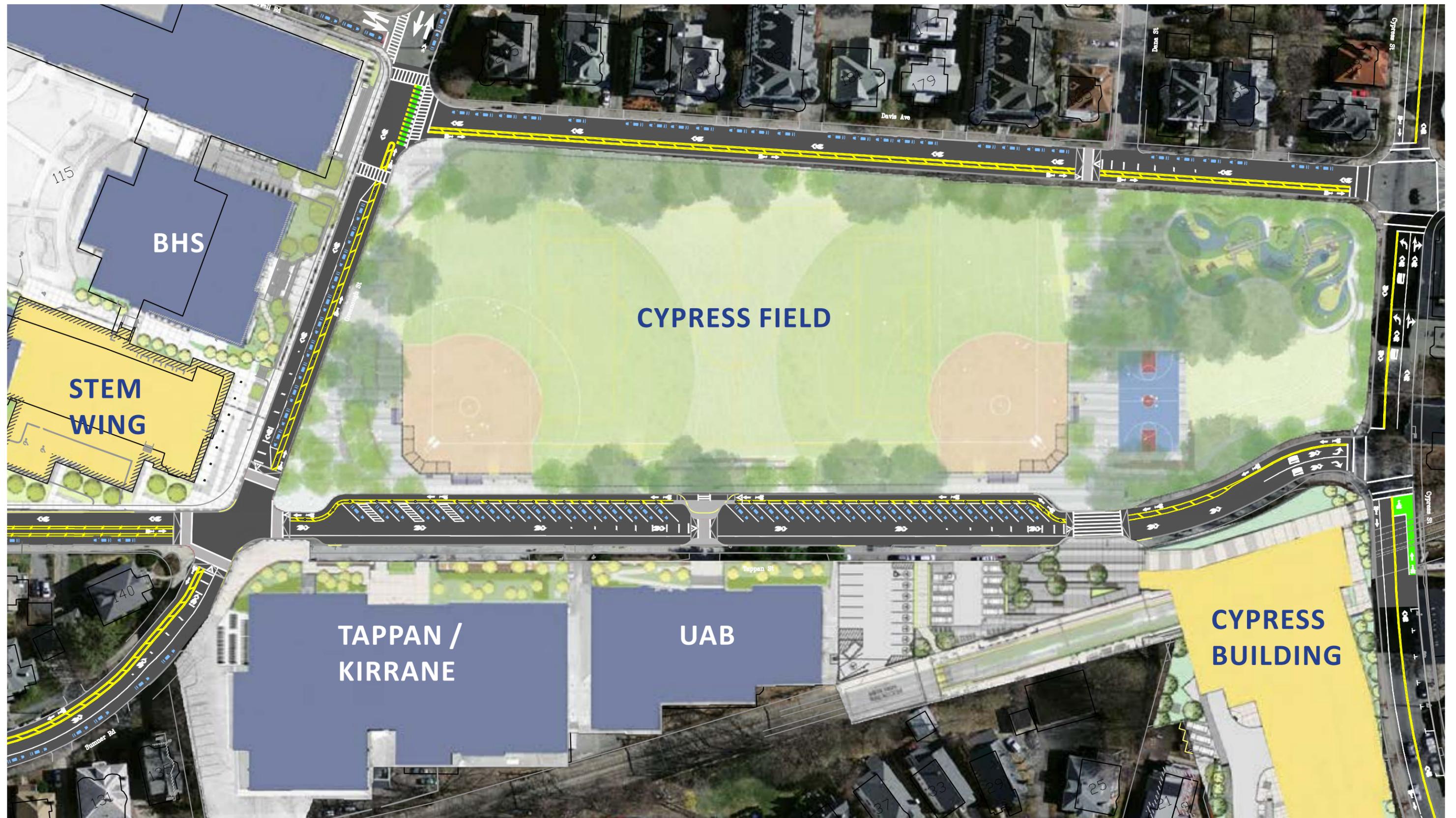


# **BICYCLE ADVISORY COMMITTEE RECOMMENDATIONS**

- 1. Cypress Field Bike Path**
- 2. Greenough Street Contra-flow Lane**
- 3. Davis Street Contra-flow Lane**
- 4. Tappan Street Contra-flow Lane Adjacent to Cypress Field**
- 5. Tappan Street Contra-flow Lane Adjacent to the STEM Wing**
- 6. Sumner Street Contra-flow Lane**
- 7. With-flow Sharrow Markings**
- 8. Rear-angle Parking on Tappan Street**



# BICYCLE ADVISORY COMMITTEE RECOMMENDATIONS



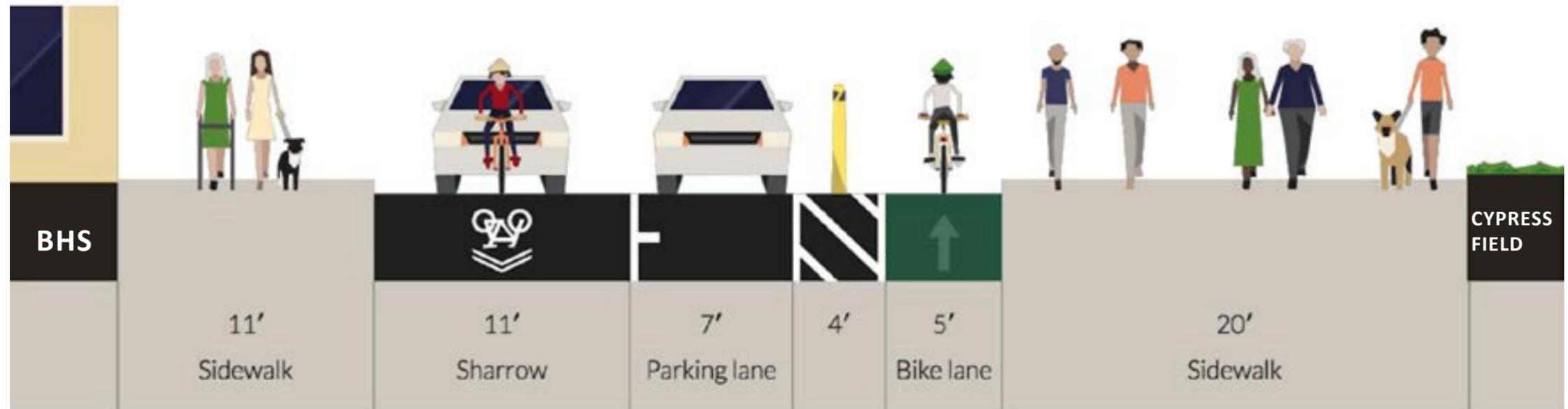
# 1. CYPRESS FIELD BIKE PATH

## BICYCLE ADVISORY COMMITTEE RECOMMENDATIONS



# 2. GREENOUGH STREET CONTRA-FLOW LANE

BICYCLE ADVISORY COMMITTEE RECOMMENDATIONS



## BAC RECOMMENDATION

### WRA / HSH COMMENTS

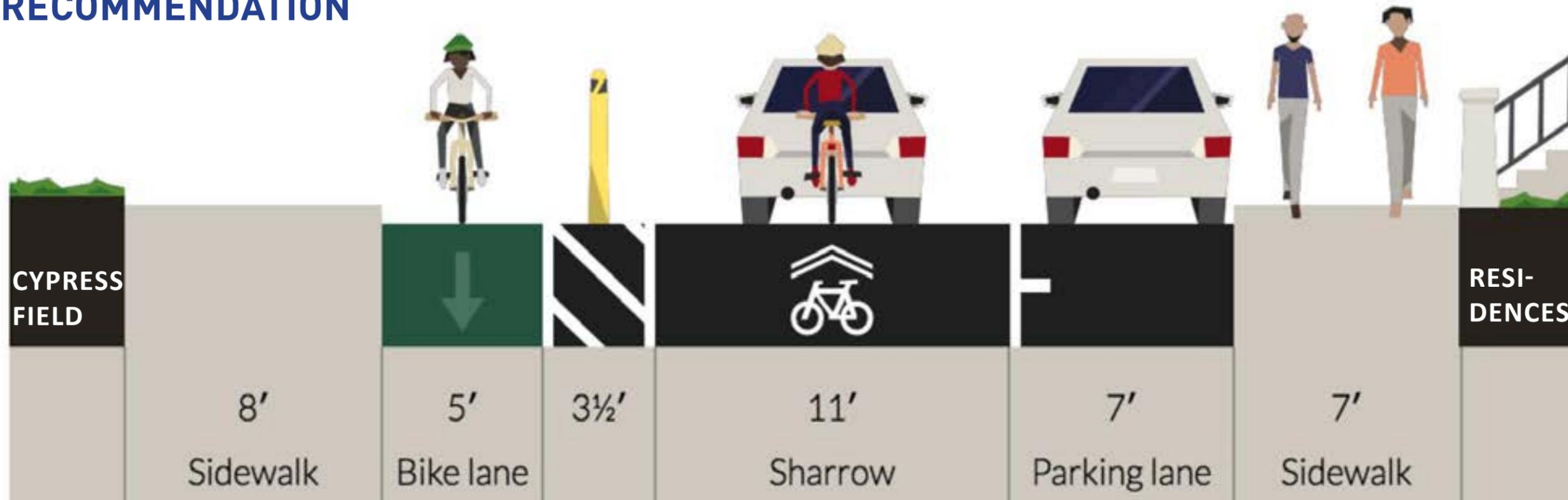
- 8' minimum is required for dropoff. Consider reducing the buffer to 3'.
- The Brookline Fire Department to comment on the drive lane width.

# 3. DAVIS AVENUE CONTRA-FLOW LANE

BICYCLE ADVISORY COMMITTEE RECOMMENDATIONS



## BAC RECOMMENDATION

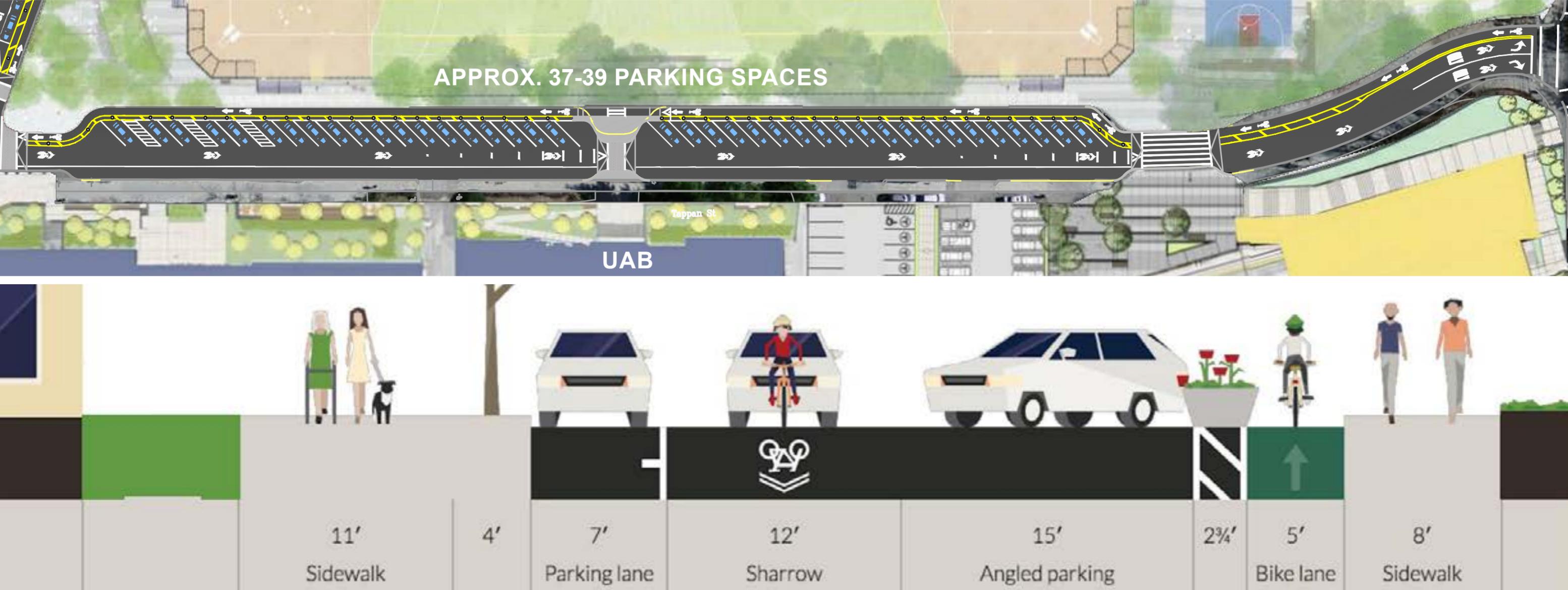


## WRA / HSH COMMENTS

- Parking spaces will be lost when moved to the north side of Davis.
- The Brookline Fire Department to comment on the 11' drive lane width.

# 4. TAPPAN STREET CONTRA-FLOW LANE AT CYPRESS FIELD (SOUTH)

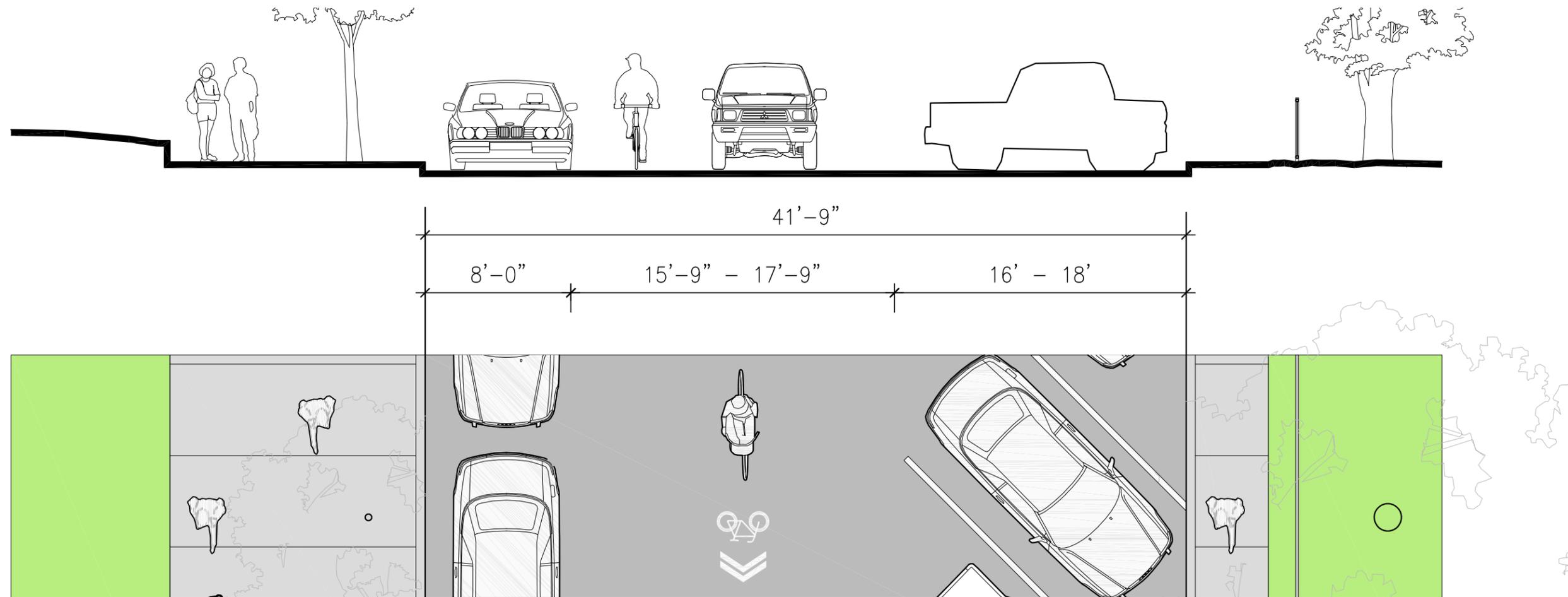
BICYCLE ADVISORY COMMITTEE RECOMMENDATIONS



## WRA / HSH COMMENTS

- Parking angle appears to have changed to achieve 15' angled parking.
- The number of parking spaces have been reduced
- The Brookline Fire Department to comment on the 12' drive lane width.
- Consider reverse angle parking and pedestrian safety.

# 10/2/19 TAPPAN STREET TEST FIT

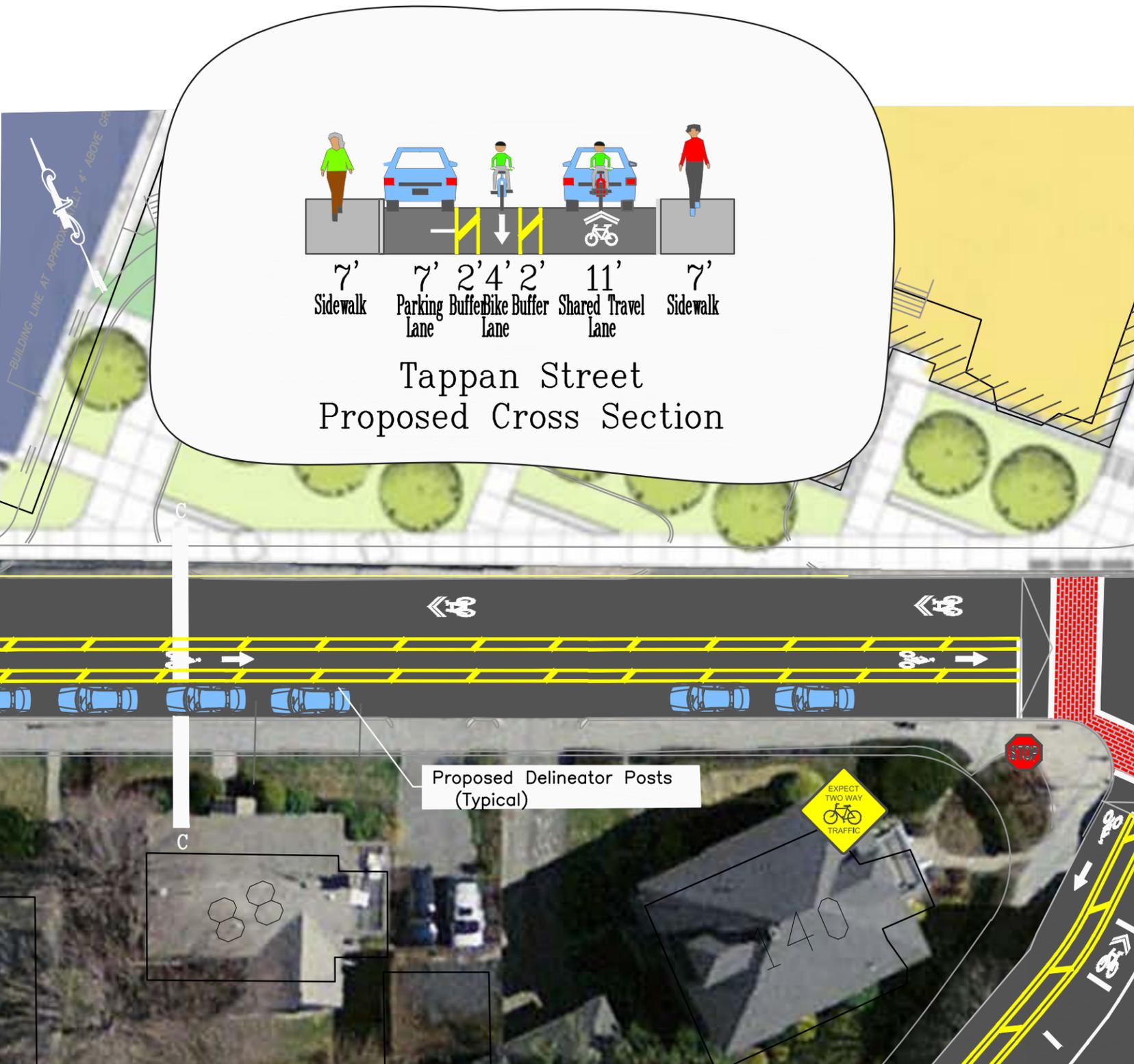


## 10/2/19 TEST FIT SECTION



# 5. TAPPAN STREET CONTRA-FLOW LANE AT THE STEM WING

## BICYCLE ADVISORY COMMITTEE RECOMMENDATIONS



### WRA / HSH COMMENTS

- Dropoff / parking lane is preferred along the north curb
- 8' parking lane required for drop off
- The Brookline Fire Department to comment on the 11' drive lane width.

# 6. SUMNER ROAD CONTRA-FLOW LANE

BICYCLE ADVISORY COMMITTEE RECOMMENDATIONS



# 6. SUMNER ROAD CONTRA-FLOW LANE

BICYCLE ADVISORY COMMITTEE RECOMMENDATIONS

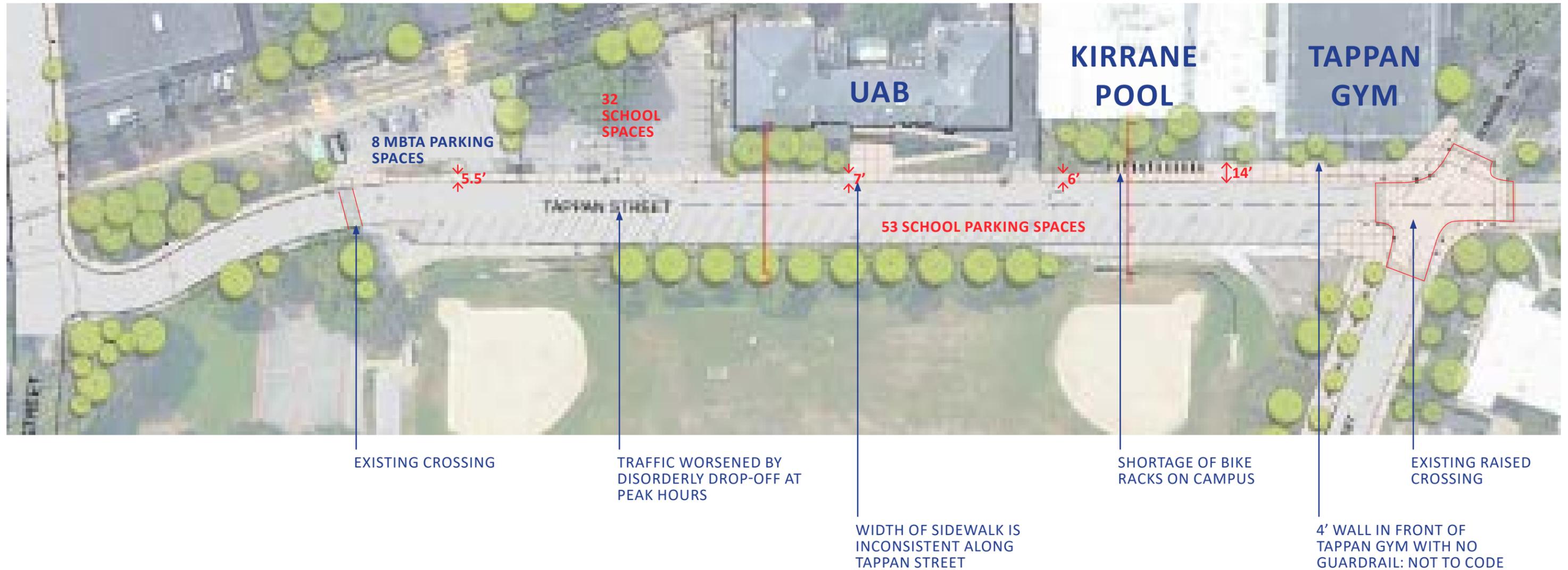


**END**



# EXISTING CONDITION: AN INCONSISTENT & UNWELCOMING EXPERIENCE

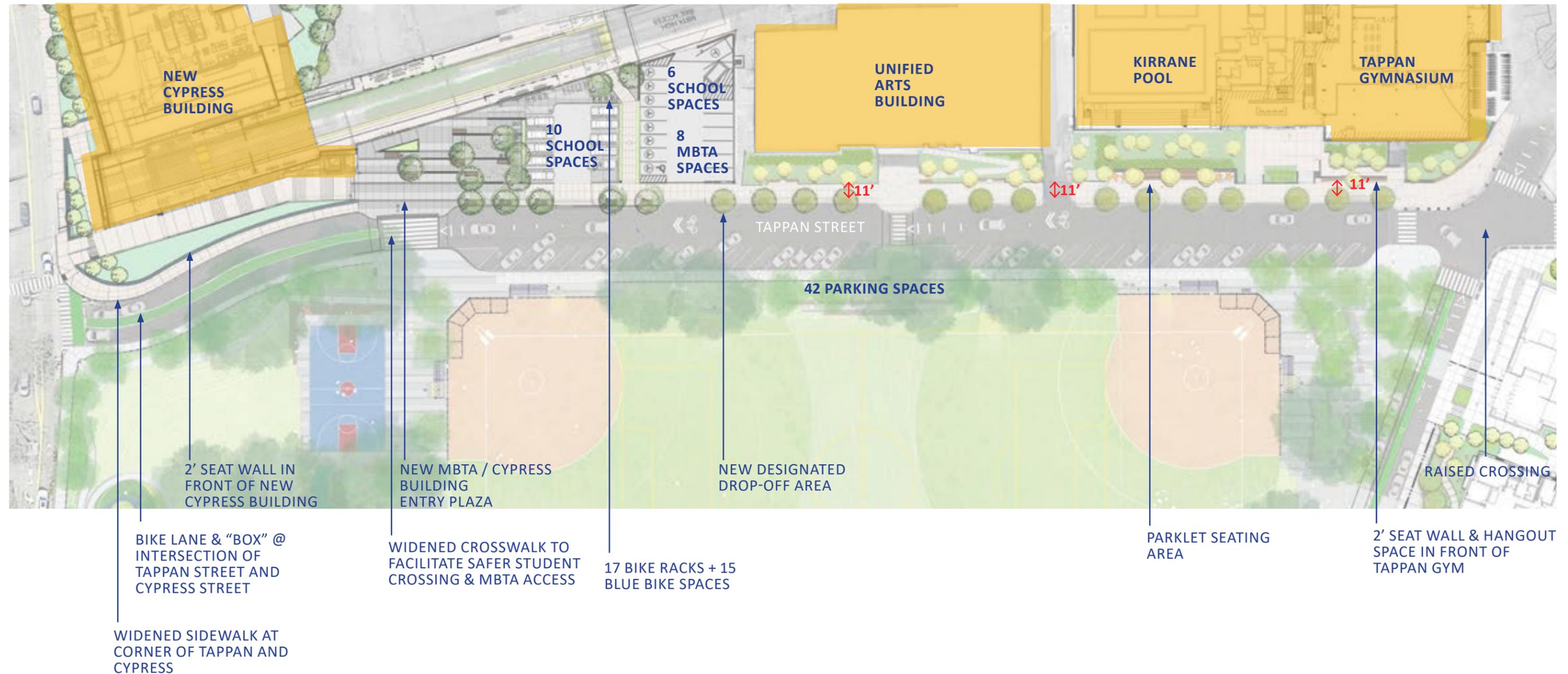
- Width of sidewalk is inconsistent along Tappan Street
- Current sidewalk width (6' wide generally) will not be sufficient for traffic flow to & from new Cypress Building



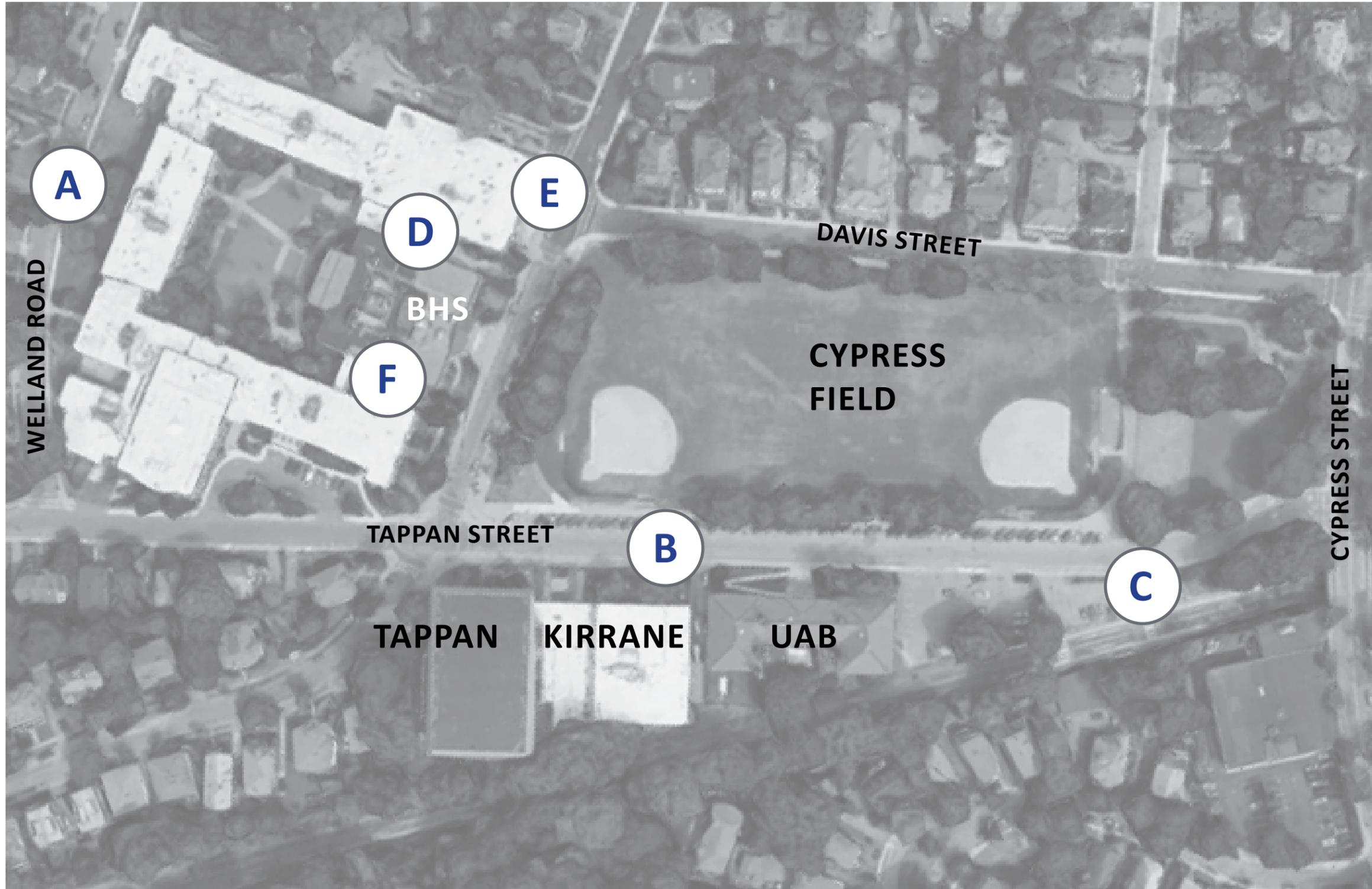
1/64" = 1'-0"

# CREATE A UNIFIED CAMPUS: A TRANSFORMED TAPPAN STREETSCAPE

- The sidewalk has been increased from 6' to 11' wide continuously, with an additional 4' of planting and seating zone
- New trees along Tappan Street create continuity with Greenough facades
- Benches along Greenough Street popular with students; concept brought to Tappan Street



# EXISTING BIKE PARKING AT BHS / MBTA PLAZA / CYPRESS FIELD



- A** 23 BIKES
- B** 22 BIKES\*
- C** 9 BIKES
- D** 42 BIKES
- E** 21 BIKES
- F** 18 BIKES

**TOTAL BIKE  
PARKING  
SPACES:**

**135\*\***

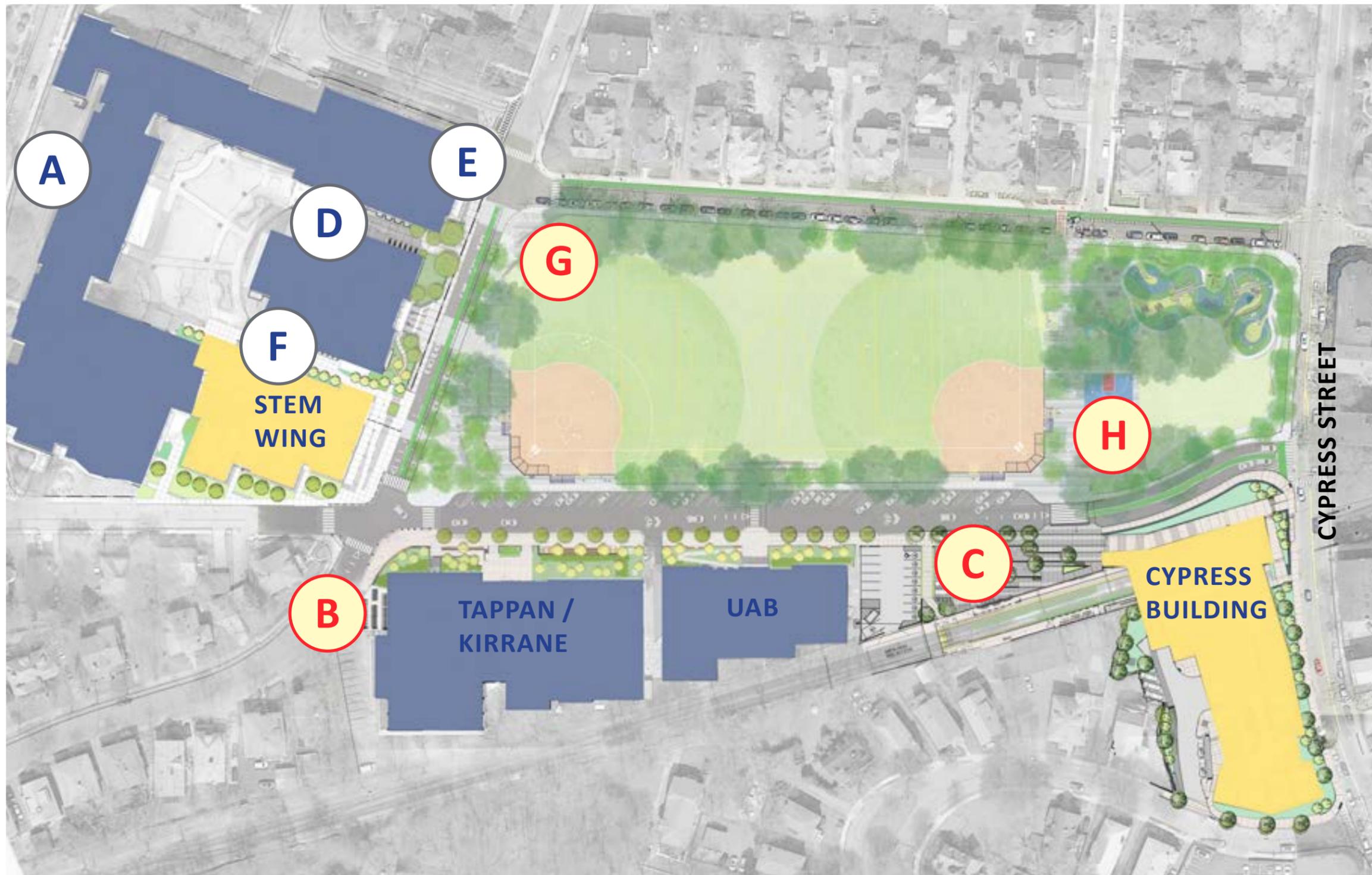
*\*15 BLUE BIKES IN ADDITION TO 22 BIKES IN FRONT OF KIRRANE POOL*

*\*\* 41% OF BIKE PARKING CAPACITY OBSERVED AT 8:30 AM ON SEPTEMBER 10, 2019 (Location F is off-line due to construction)*

*85% OF BIKE PARKING CAPACITY OBSERVED AT 12PM ON SEPTEMBER 18, 2019 (Location F is off-line due to construction)*



# EXISTING BIKE PARKING AT BHS / MBTA PLAZA / CYPRESS FIELD



- A** 23 BIKES
- B** 72 BIKES
- C** 32 BIKES\*
- D** 42 BIKES
- E** 21 BIKES
- F** 18 BIKES
- G** 10 BIKES
- H** 6 BIKES

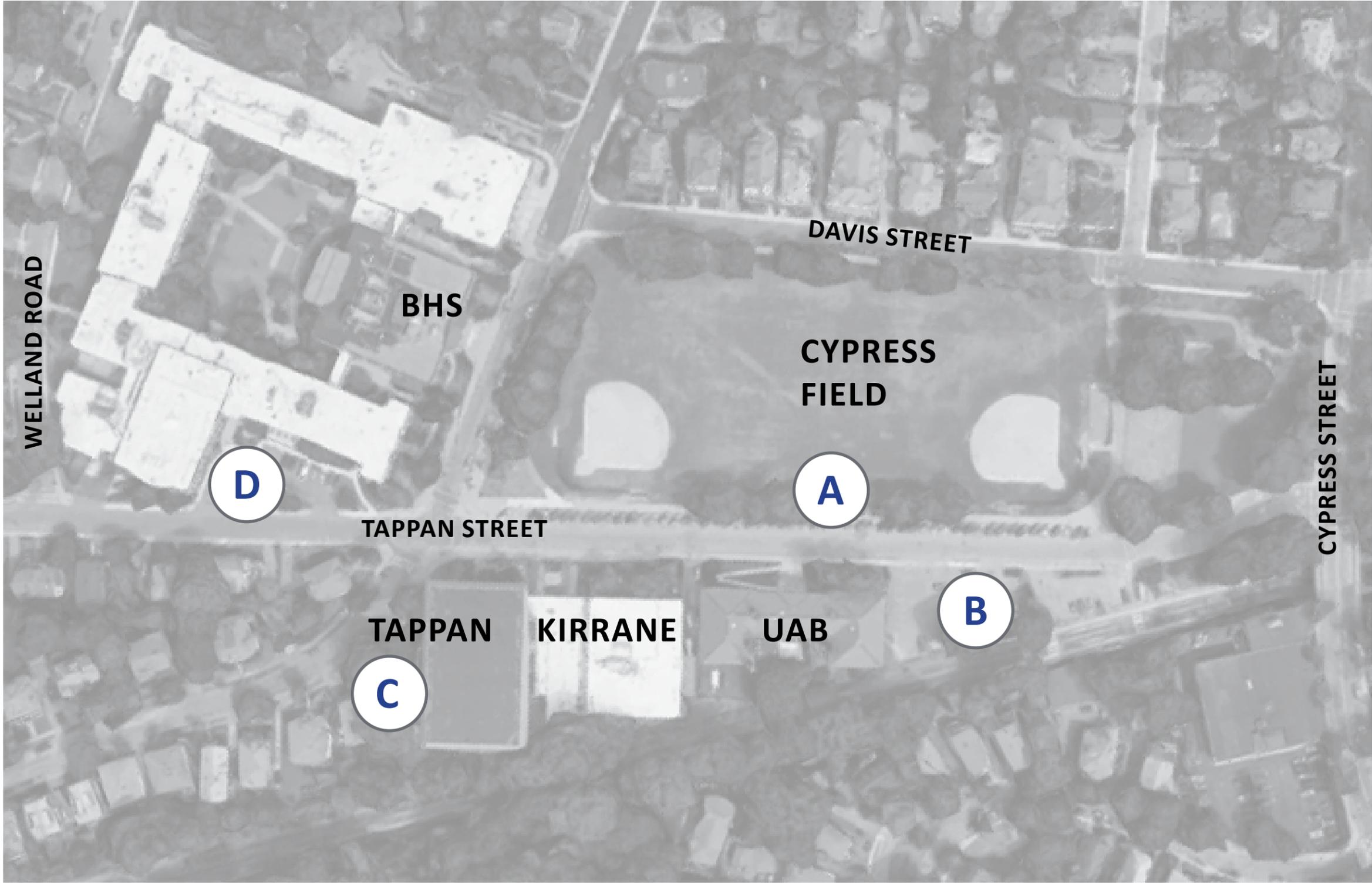
**TOTAL BIKE  
PARKING  
SPACES:**

**224**

*\*32 BIKE PARKING SPACES + 15 BLUE BIKES*

**G** *YELLOW + RED SYMBOL INDICATES NEW BIKE PARKING*

# VEHICULAR PARKING AT BHS PRIOR TO CONSTRUCTION

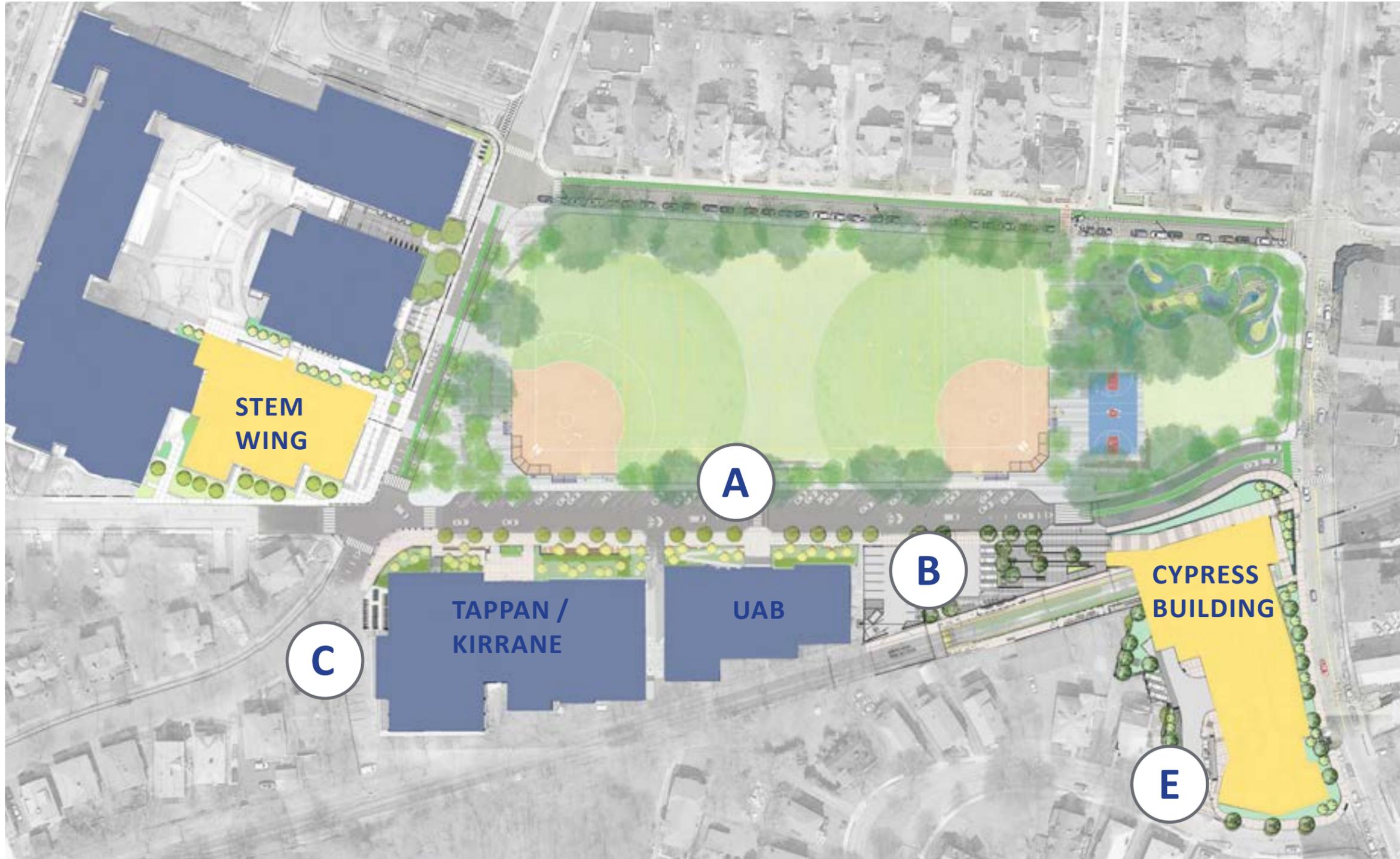


- A** 54 CARS
- B** 32 CARS\*
- C** 19 CARS
- D** 10 CARS

**TOTAL  
PARKING  
SPACES:  
115**

*\*8 MBTA PARKING SPACES NOT INCLUDED*

# PROPOSED VEHICULAR PARKING AT BROOKLINE HIGH SCHOOL



- A** 42 CARS
- B** 16 CARS\*
- C** 19 CARS
- D** PARKING LOT REMOVED
- E** 2 CARS

**TOTAL  
PARKING  
SPACES:**

**79**

*\*8 MBTA PARKING SPACES NOT INCLUDED*



# PARKING AUDIT

Based on current data provided by BHS on September 18, 2019:

## BEFORE CONSTRUCTION

### 2018 / 2019 SCHOOL YEAR

FULL AND PART TIME STAFF:	380
ON CAMPUS PARKING SPACES:	115
NEIGHBORHOOD PARKING SPACES:	160
<b>TOTAL PARKING SPACES:</b>	<b>275</b>

## AFTER CONSTRUCTION

### FUTURE SCHOOL YEAR STAFF AT MAXIMUM CAPACITY

FULL AND PART TIME STAFF:	425*
ON CAMPUS PARKING SPACES:	79*
NEIGHBORHOOD PARKING SPACES:	160
<b>TOTAL PARKING SPACES:</b>	<b>239</b>

*\*45 additional staff*

*\*36 parking spaces removed*

# PARKING AUDIT

---

## STAFF INCREASE

INCREASE IN BHS STAFF:	45
# STAFF REQUIRING PARKING (87%):	40
TDM REDUCTION (-10%):	4
<b>PARKING SPACES NEEDED DUE TO STAFF INCREASE</b>	<b>36</b>

## LOSS OF PARKING SPACES

EXISTING # OF PARKING SPACES	115
2021 # OF PARKING SPACES	79
PARKING SPACES LOSS:	36
<b>PARKING SPACES NEEDED DUE TO LOSS OF SPACES</b>	<b>36</b>

**TOTAL PARKING SPACES NEEDED: 72**



# CYPRESS BUILDING ACCESSIBILITY

## OBJECTIVE: EQUITABLE ACCESS TO THE BUILDING AND THE MBTA PLAZA

1. BROOKLINE HIGH SCHOOL  
STUDENTS / FACULTY / STAFF / VISITORS

2. MBTA USERS



# BROOKLINE HIGH SCHOOL USERS

SHORTEST PEDESTRIAN ROUTE FROM THE SOUTH TO FRONT DOOR

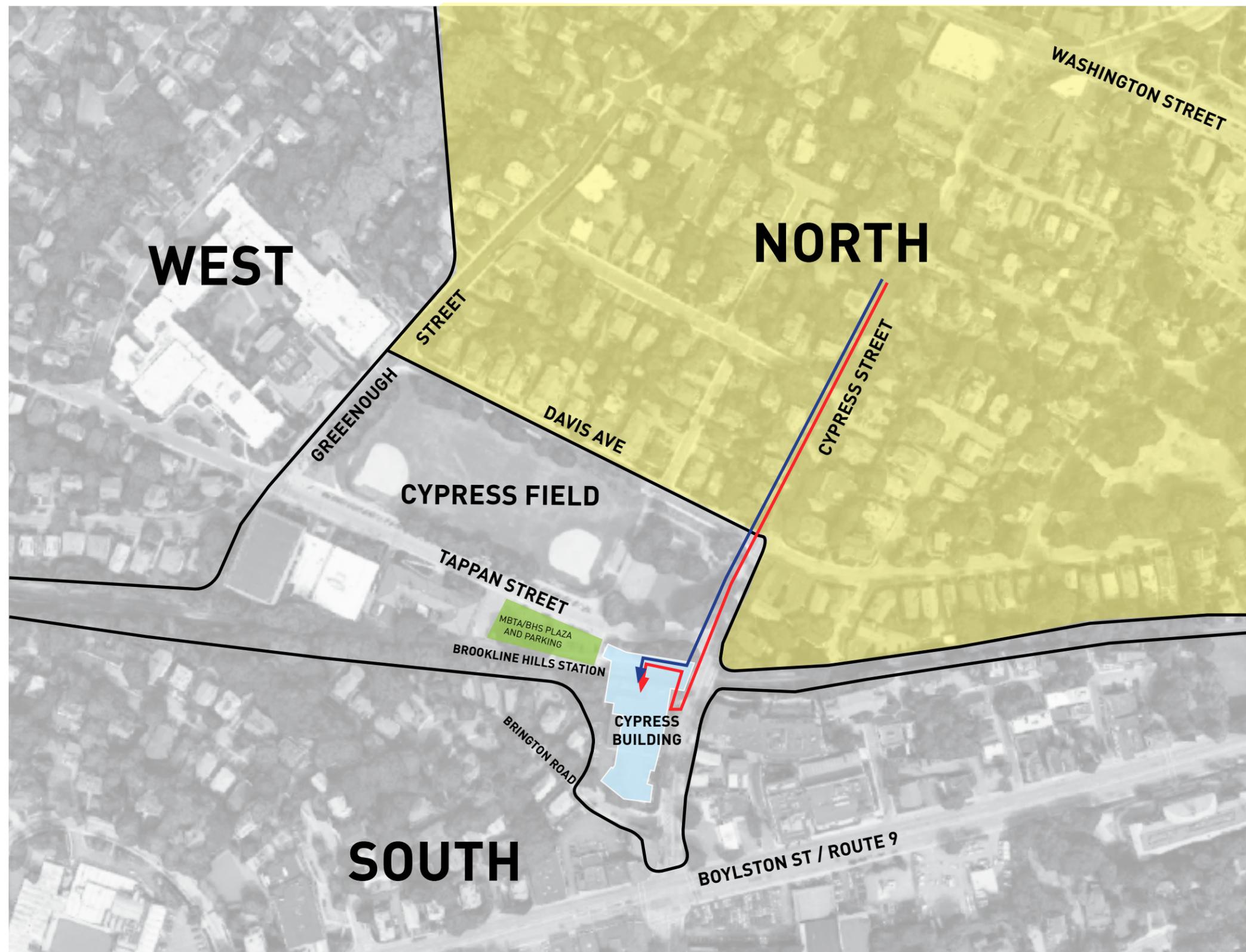


**DRAFT**

-  SHORTEST ROUTE
-  SHORTEST ACCESSIBLE ROUTE

# BROOKLINE HIGH SCHOOL USERS

SHORTEST PEDESTRIAN ROUTE FROM THE NORTH TO FRONT DOOR



**DRAFT**

-  SHORTEST ROUTE
-  SHORTEST ACCESSIBLE ROUTE

# BROOKLINE HIGH SCHOOL USERS

SHORTEST PEDESTRIAN ROUTE FROM THE WEST TO FRONT DOOR

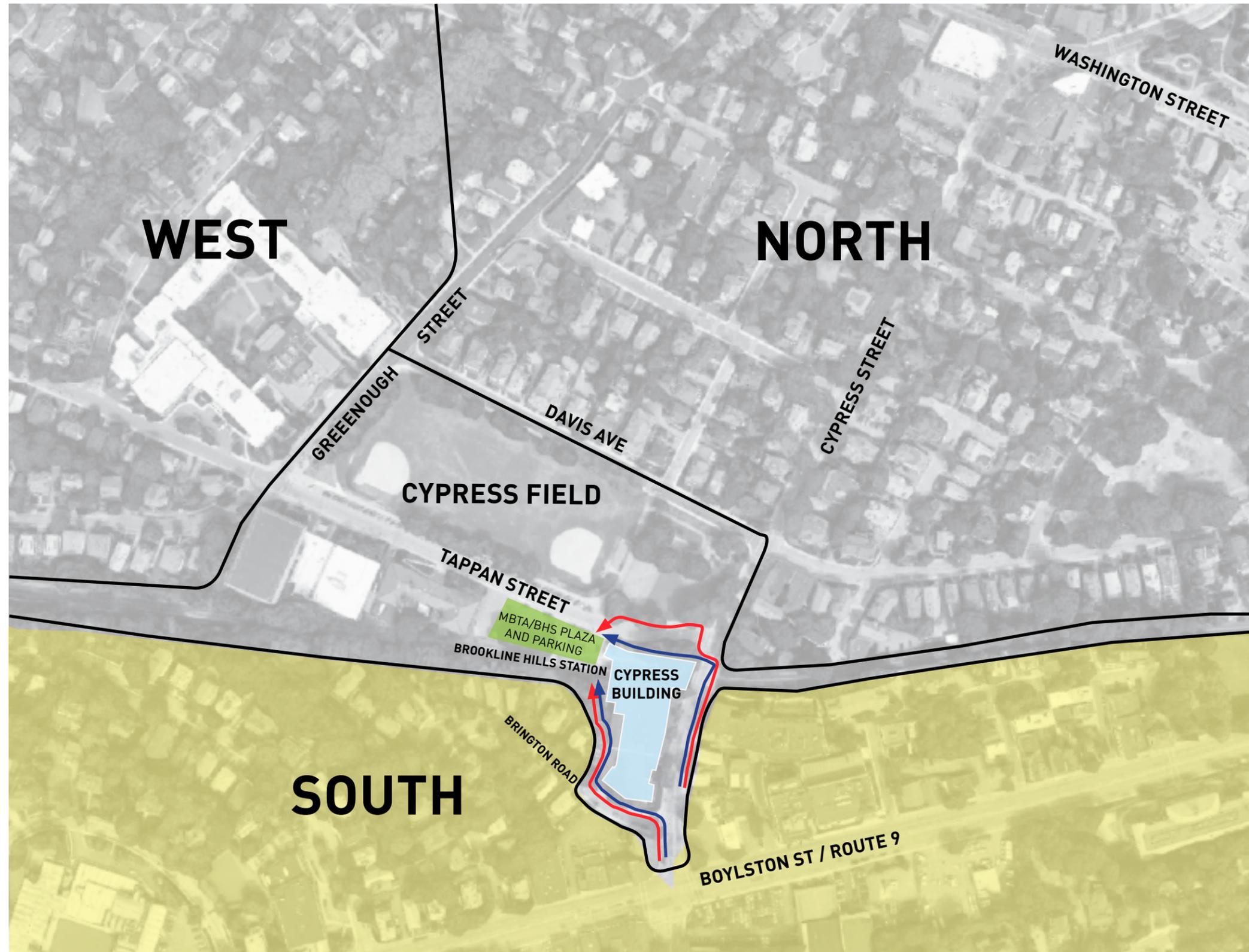


**DRAFT**

-  SHORTEST ROUTE
-  SHORTEST ACCESSIBLE ROUTE

# MBTA USERS

SHORTEST PEDESTRIAN ROUTE FROM THE SOUTH TO THE BROOKLINE HILLS PLATFORM

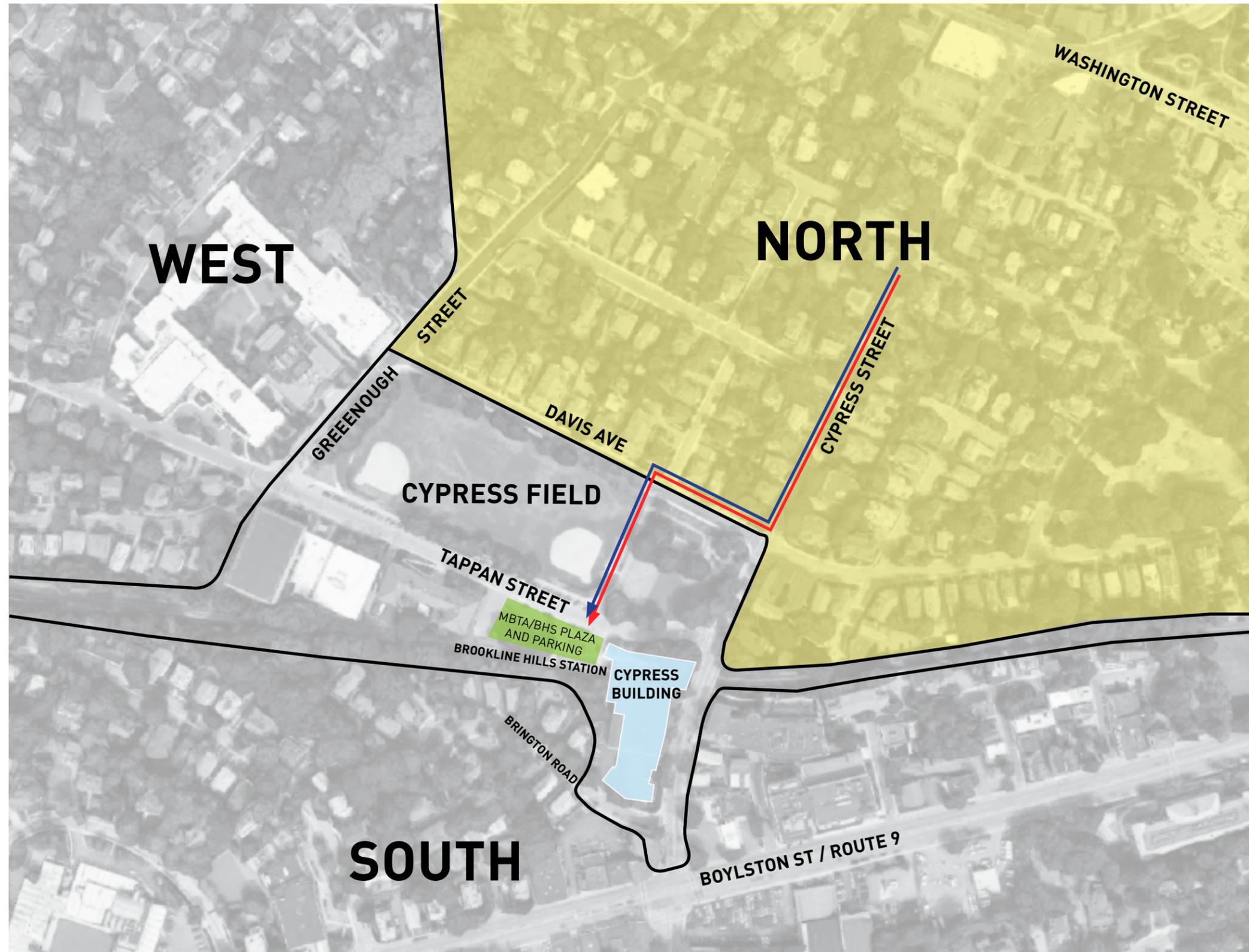


**DRAFT**

-  SHORTEST ROUTE
-  SHORTEST ACCESSIBLE ROUTE

# MBTA USERS

SHORTEST PEDESTRIAN ROUTE FROM THE NORTH TO THE BROOKLINE HILLS PLATFORM



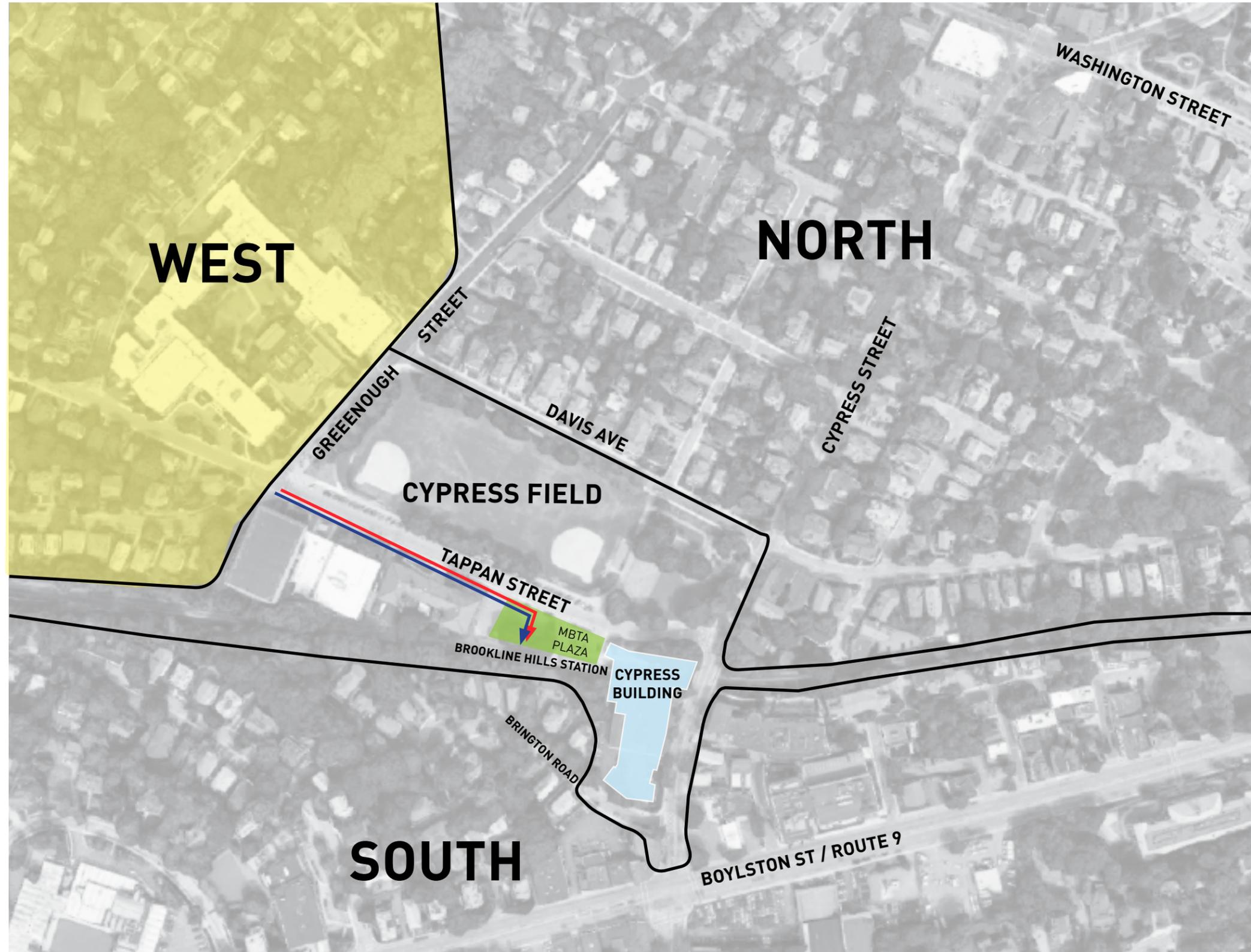
**DRAFT**

-  SHORTEST ROUTE
-  SHORTEST ACCESSIBLE ROUTE



# MBTA USERS

SHORTEST PEDESTRIAN ROUTE FROM THE WEST TO THE BROOKLINE HILLS PLATFORM



**DRAFT**

-  **SHORTEST ROUTE**
-  **SHORTEST ACCESSIBLE ROUTE**



Bicycle Advisory Committee  
Recommendations for  
Brookline High School  
Bike Accommodations

December 2019

# Background

- T Board deferred action on bicycle road treatments at Oct 2 meeting
- Bicycle Advisory Committee
  - Conducted bicycle access and egress analysis
  - Developed a recommendation
  - Collected feedback from students, faculty and residents
- Transportation Staff developed drawings
- BAC reviewed the drawings and suggested a couple improvements

# Feedback Respondents

	Students	Faculty & Staff	Residents	Total
Online survey	17	3	80	100
In-person interviews	64	8	0	72
Total	81	11	80	172

# Survey Questions

- How strongly do you agree or disagree with
  - Bicycle Advisory Recommendation?
  - two-way bike path connecting Davis and Tappan between the Cypress ballfields and playground?
  - contra-flow lanes next to CypressField along Tappan, Greenough and Davis?
  - using only sharrows markings in the with-flow direction in order to have room for protected contra-flow lanes?
  - contra-flow lanes on Tappan and Sumner between Blake and Greenough?
  - changing the diagonal parking on Tappan from head-in to rear-angle (back-in)?

# Survey Feedback

- A super-majority of at least 81% agrees or strongly agrees with the BAC proposal and its elements, with two exceptions
  - Sharrows
    - 60% agree
    - 19% disagree (not good enough!)
  - Back-in parking on Tappan
    - 49% agree
    - 8% oppose

# Interview Feedback

- Similar to survey feedback
  - Overwhelming support for improved bicycle accommodations
  - Super-majority support for BAC recommendation
  - Vocal minority thinks sharrows aren't good enough

# Suggested alternatives

- Protected lanes in both directions
- Pedestrian mall on Greenough and Tappan in front of campus buildings



Harvard Allston Campus  
(artist rendering)



Nantes, France

# Bicycle Advisory Committee Recommendation

- Hold the suggested alternatives in reserve for future consideration
- Adopt the Staff design with protected contra-flow lanes and with-flow sharrows, with the following enhancements:
  - Include delineator posts to protect all contra-flow lanes (Staff adjusted their recommendation accordingly)
  - On Tappan between Blake and Greenough move parking to the school side of the street, or adopt Staff recommended alternative
  - Modify traffic signal at Cypress and Tappan to provide a safe option for cyclists turning left from Cypress (NB) onto Tappan (bicycle signal or delayed green for southbound Cypress traffic)
- 20mph safety speed zone on all the streets

# Bicycle Advisory Committee Recommendation

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# Bicycle Advisory Committee

## Recommendation

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- 20mph safety speed zone on all the streets

# On Tappan between Blake and Greenough move parking to the school side of the street



# Bicycle Advisory Committee Recommendation

- Hold the suggested alternatives in reserve for future consideration
- Adopt the Staff design with protected contra-flow lanes and with-flow sharrows, with the following enhancements:
  - Include delineator posts to protect all contra-flow lanes (Staff adjusted their recommendation accordingly)
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  - Modify traffic signal at Cypress and Tappan to provide a safe option for cyclists turning left from Cypress (NB) onto Tappan (bicycle signal or delayed green for southbound Cypress traffic)
- 20mph safety speed zone on all the streets

# Provide a safe option for cyclists turning left from Cypress (NB) onto Tappan



# Bicycle Advisory Committee Recommendation

- Hold the suggested alternatives in reserve for future consideration
- Adopt the Staff design with protected contra-flow lanes and with-flow sharrows, with the following enhancements:
  - Include delineator posts to protect all contra-flow lanes (Staff adjusted their recommendation accordingly)
  - On Tappan between Blake and Greenough move parking to the school side of the street, or adopt Staff recommended alternative
  - Modify traffic signal at Cypress and Tappan to provide a safe option for cyclists turning left from Cypress (NB) onto Tappan (bicycle signal or delayed green for southbound Cypress traffic)
- 20mph safety speed zone on all the streets (Oct 2 decision excluded Sumner between Blake and Tappan)

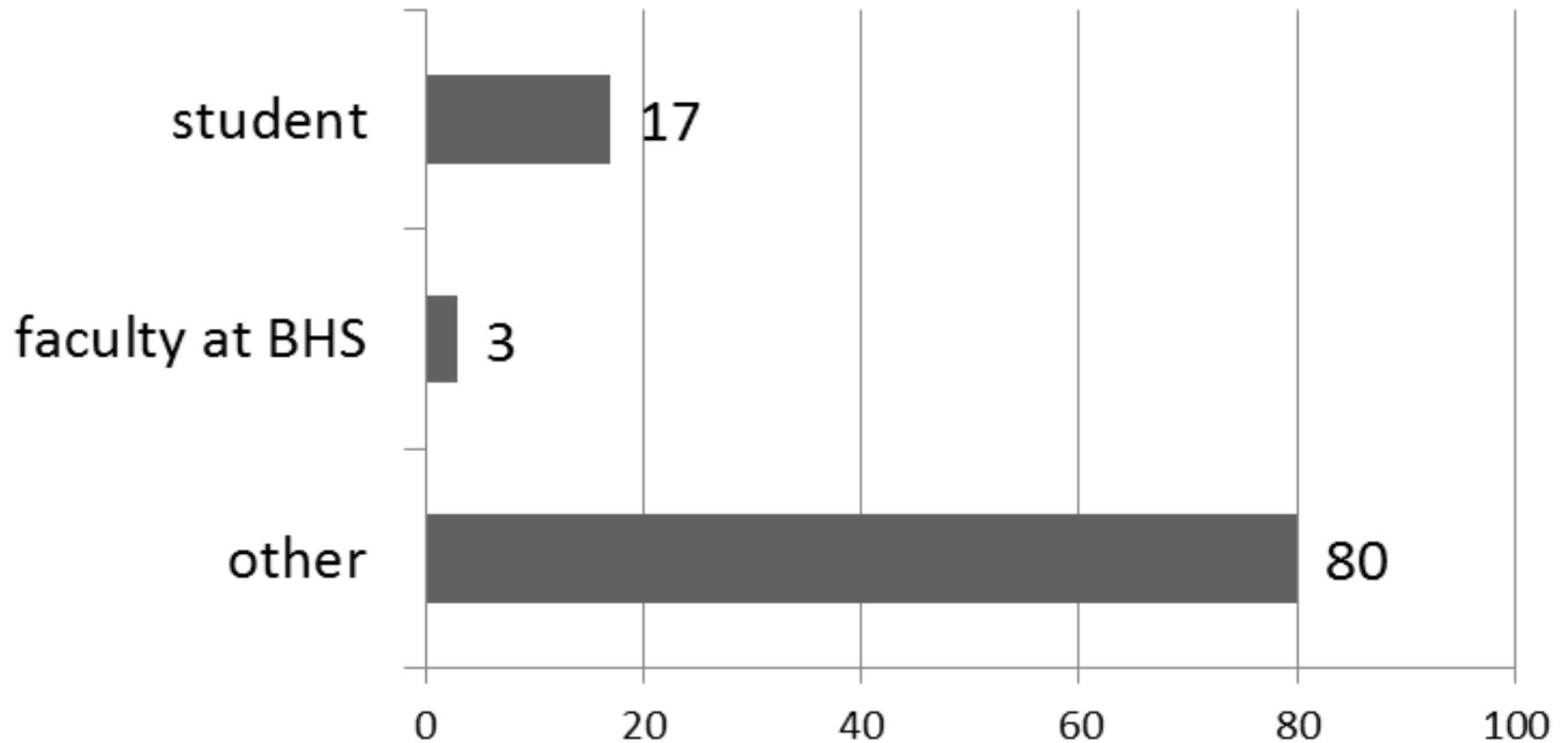
# Town Meeting Warrant Article 31

November 2019 (PASSED: 191-YES, 1-NO)

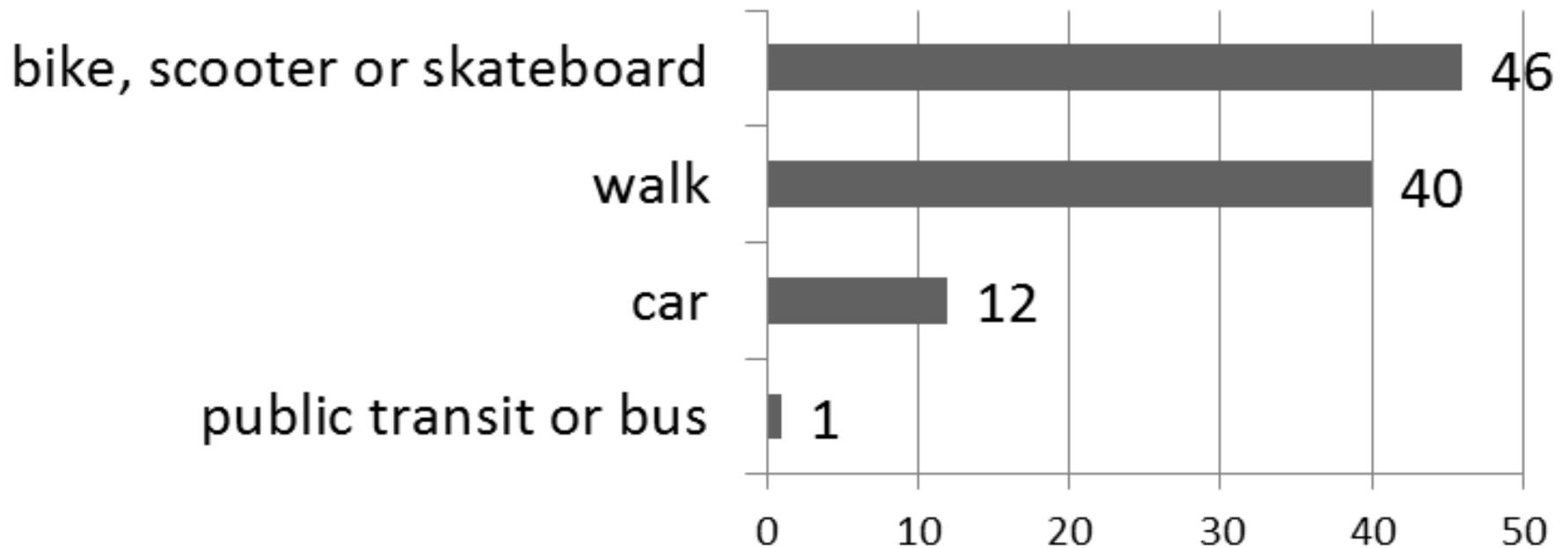
- Resolves to "prioritize safe, space-efficient, and energy-efficient movement of people and goods over the movement and parking of private vehicles when designing and improving our public ways... This should be accomplished in a manner that gives particular consideration to ... use of healthful and sustainable transportation modes."
- The Staff recommended option isn't perfect, but it takes a substantial step toward satisfying the intent of WA 31.

- This slide left intentionally blank.  
Supplemental slides follow.

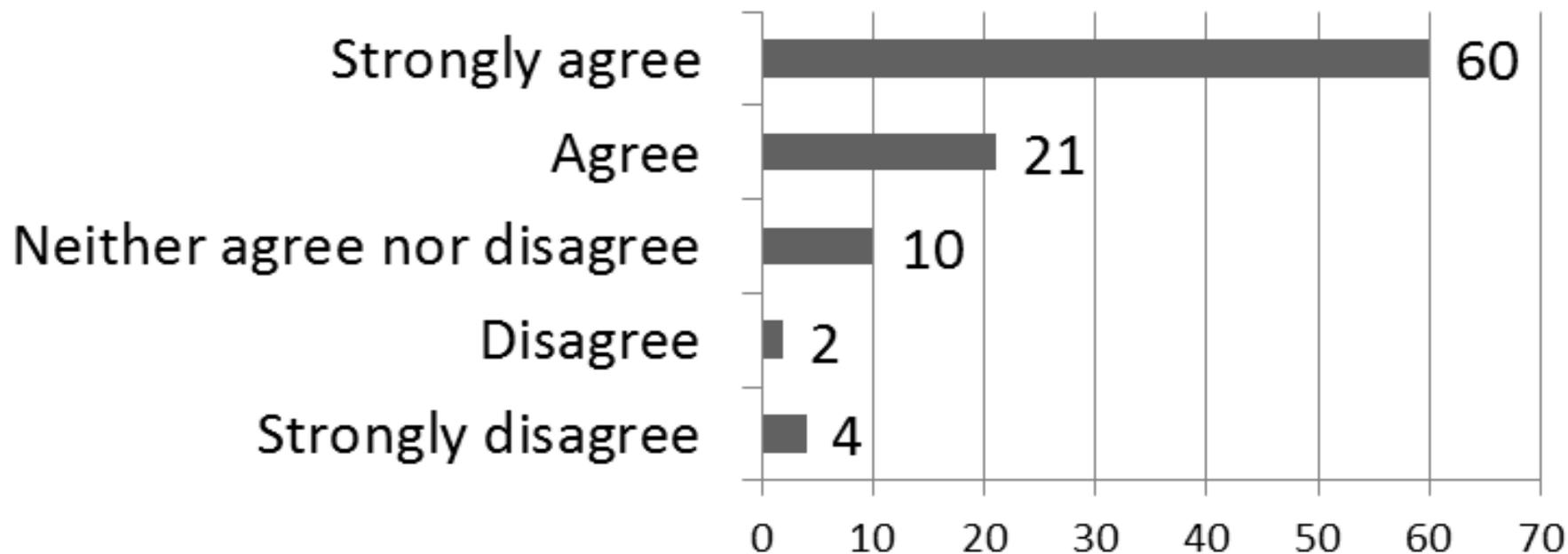
# Which of the following are you?



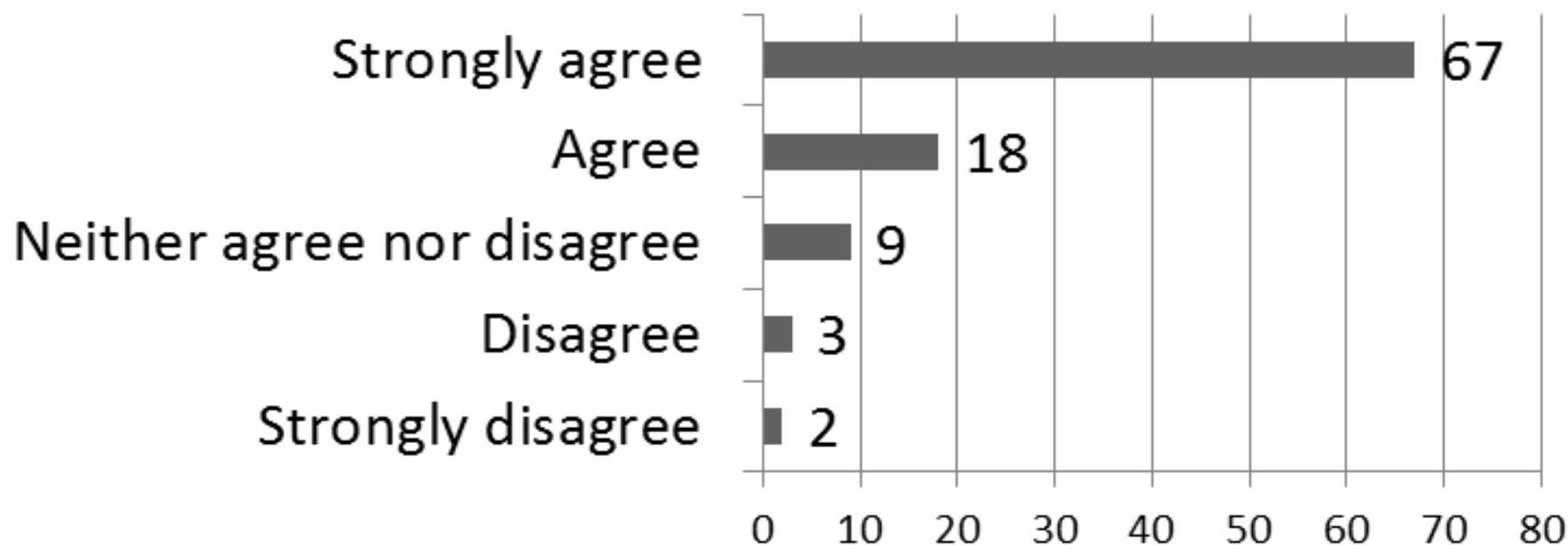
# What is the main mode of transportation you usually use to get to Brookline Public High School?



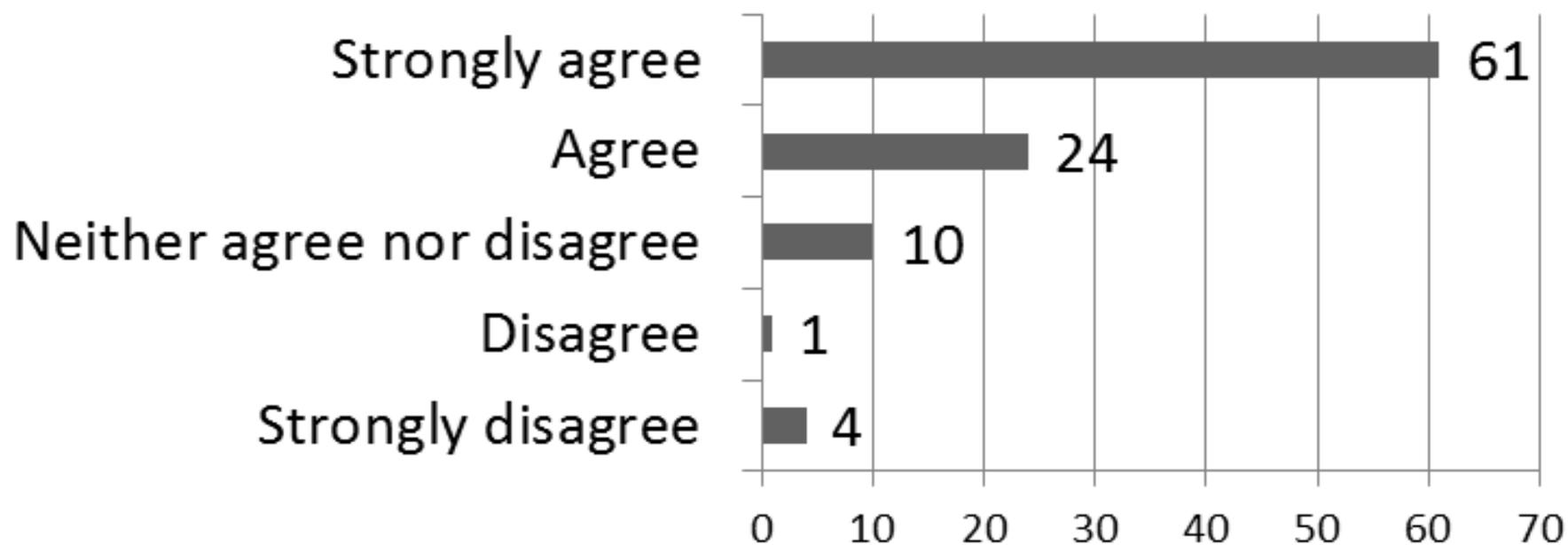
## How strongly do you agree or disagree with the Bicycle Advisory recommendation?



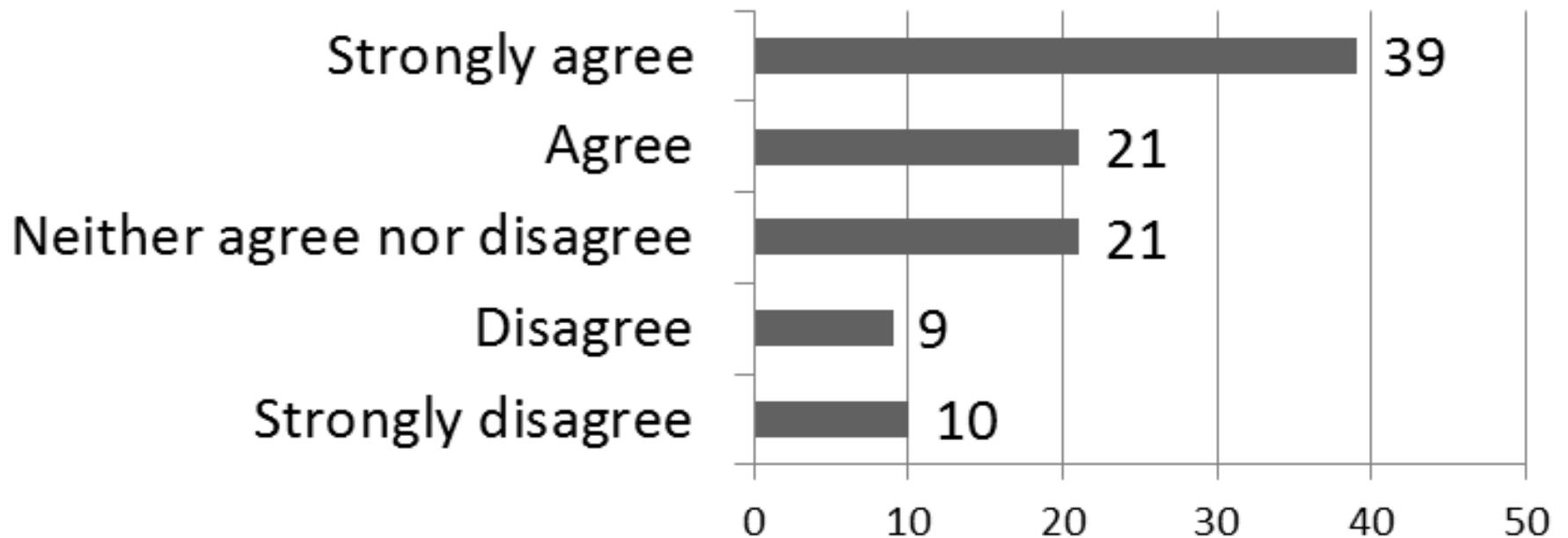
**How strongly do you agree or disagree with the recommendation of a two-way bike path connecting Davis and Tappan between the Cypress ballfields and Playground?**



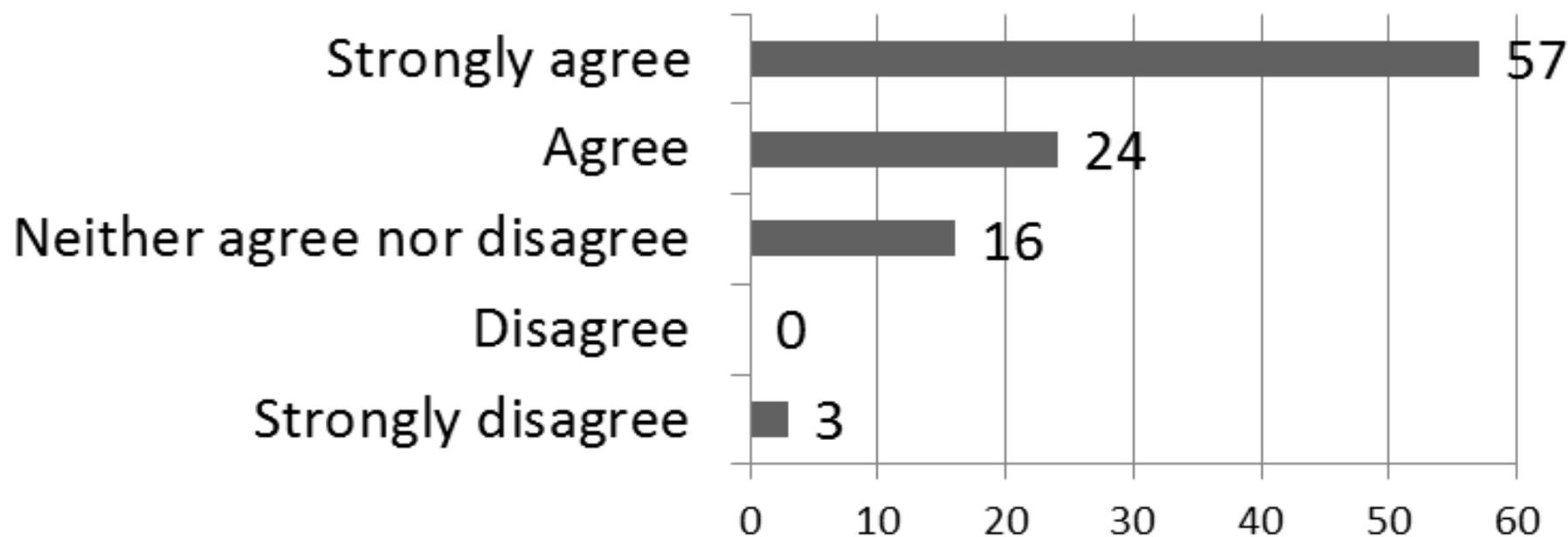
## How strongly do you agree or disagree with the recommendation of contra-flow lanes next to CypressField along Tappan, Greenough and Davis?



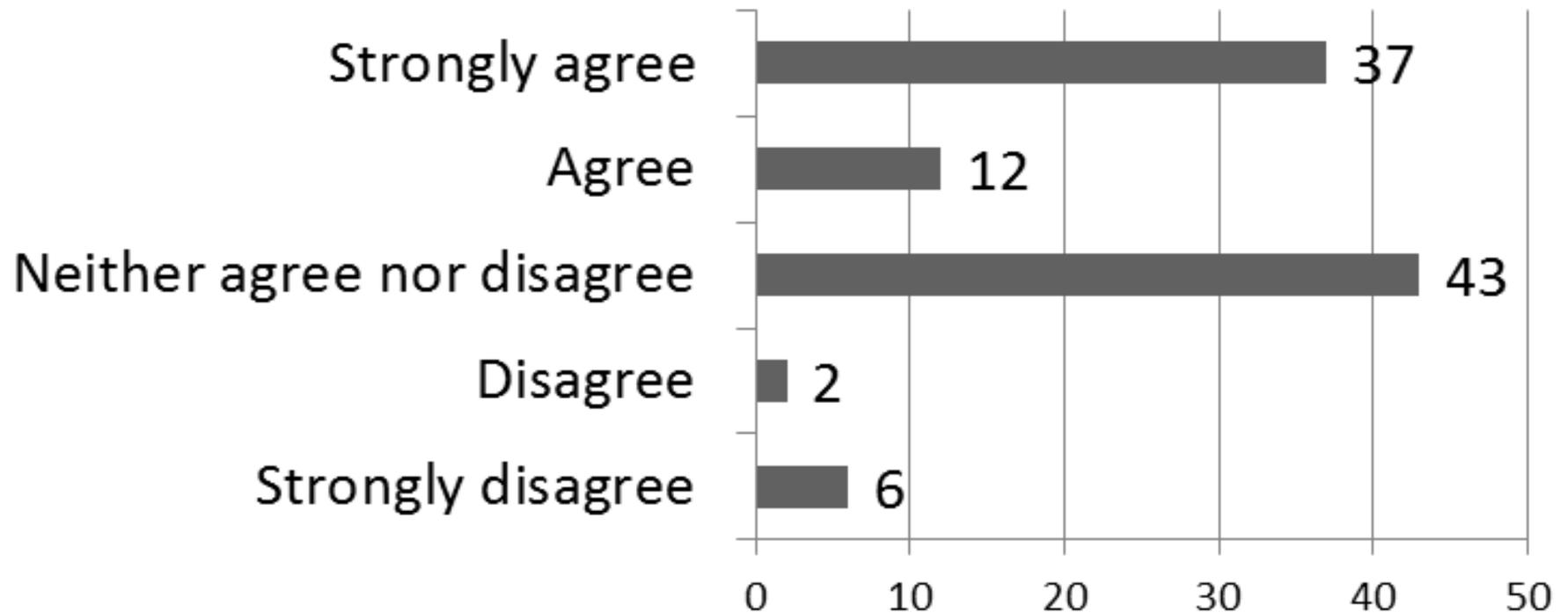
**How strongly do you agree or disagree with using only sharrow markings in the with-flow direction in order to have room for protected contra-flow lanes?**



**How strongly do you agree or disagree with the recommendation of contra-flow lanes on Tappan and Sumner between Blake and Greenough?**



**How strongly do you agree or disagree with changing the diagonal parking on Tappan from head-in to rear-angle (back-in)?**



# Summary of Comments

- 17 give basic support for proposal
- 4 voice opposition
- 9 say sharrows are inadequate
- 5 request safer routes to/from the BHS campus
- 2 call for better parking
- 10 express other concerns or ideas