
Absent: John Doggett, Dennis Doughty, Janet Gelbart, David Lescohier, Carlos Ridruejo, Lee Selwyn, John VanScyoc

Also Attending: Petitioners for WA 31 Jules Milner-Brage, TMM Pct. 12, Susan Helms, and Scott Englander, TMM Pct. 6; Petitioner for WA 7 Robert Miller, TMM Pct. 8; Transportation Administrator Todd Kirrane, and Sustainability Program Administrator Zoe Lynn

The Chair called the meeting to order at 7:30 PM.

7:30 pm  WA 31 – Climate Change Resolution (Jules Milner-Brage, TMM Pct. 12, Susan Helms Daley, Scott Englander, TMM Pct. 6)

David-Marc gave an overview of the Public Safety subcommittee hearing and their report.

Petitioner Susan Helms-Daley, Jules Milner-Brage and Scott Englander offered a few thoughts and explanations regarding WA 31.

Susan:

“Good evening/thank you.

This resolution is a direct outgrowth of the Sustainability Summit in June of this year where 160 community members and Town staff and other leaders brainstormed ways of reducing our carbon footprint.

There is a strong economic case to be made for this WA – and we will address some of those benefits tonight – but we also hope that we can keep the larger, holistic picture in sight, recognizing that there are benefits, such as equity, improved health and making Brookline more Brookline, that can be difficult to put a dollar figure on.

The four motivations behind WA 31 are climate, health, equity and accessibility.

Climate
- 43% of our Greenhouse Gas emissions are from our cars – it’s important to ask, how much are we currently spending to support that system? Our expenditures on roads and other infrastructure are significant.
- EVs are certainly part of the solution but owning any kind of individual car is still cost-prohibitive for many

**Health**
- The AARP and many others have recognized the vast number of health epidemics that have been scientifically correlated with decreased walkability or “livability”: Asthma, Diabetes, Heart disease, Obesity, Stress/anxiety, Depression/Isolation – especially among elders
- In the UK and other countries, investments are being made in making cities more walkable and bikeable for the express purpose of reducing health care costs
- Fatalities from car collisions - which outnumber gun deaths in the US – are known to decrease when communities become more walkable/bikeable

**Equity/Access**
- Who is being disadvantaged by our current system? [of investing so lopsidedly in car-based travel] The people who rely on public transportation or who primarily walk or bike. And those tend to be disproportionately people of lower incomes, people of color, people with disabilities, women, youth, seniors. Numerous studies show that investments in walkability are also investments in equity. “

Jules:
“Unlike many communities in the United States, Brookline is blessed to be well-positioned to leverage multi-modal transport in our civic improvement. That is, to be able to leverage the benefits of travel via foot, wheelchair, cycle, public bus and train, and other similarly space- and energy-efficient, naturally low-pollution means for moving people and goods, in addition to the use of private motor-cars.

These multiple transport modes provide a means for powerful, economical action to reduce the greenhouse gas pollution that is causing climate change and other toxic pollution from motorized transport.

They provide a means for strengthening our tax base and local business landscape, by increasing the accessibility of our business districts to more people and by improving our ability to accommodate more commercial activity in town without proportional increases in vehicle traffic and parking congestion.

They provide a basis for improving the cost, time, and materials efficiency of maintenance of our infrastructure.

And they are well-aligned with fostering inclusion as we endeavor to maintain—and further improve—the high quality of life and municipal services that we in Brookline pride ourselves on.

Encouraging electrification of private motor cars is an important part of a plan to combat climate change, but it is not sufficient climate-change action alone and it does not provide a means for unlocking these many other civic benefits.
Brookline would be wise to play to its strengths and to seize opportunities for improvement that can be acted on, and yield results, in the near term.

Fortunately, in the transportation and land-use realm, we can draw upon the significant strength of our community’s historical pattern of development: that is, at a walkable, bikable, mass-transit-servable scale, due to Brookline having developed substantially around foot and public electric trolley transport in the late 19th and early 20th centuries.

This historical inheritance of an orientation toward multi-modal, not-just-private-car transportation is still ‘built in’ to our town’s physical plan in the pattern and dimensions of our public ways and the building development around them. It provides us with a tremendous reservoir of opportunity to take speedy and impactful action to reap the benefits of multi-modal transport through public way design refinements, zoning regulations, and pricing signals.

Demonstrating and piloting public way design changes (and policy changes)—as Brookline and other communities in the Boston region have been doing more and more recently—is a way to make this beneficial change in an agile manner and in a manner that embraces community engagement in planning, evaluation, and iterative refinement.”

Scott:
“Really what this resolution does is to “set the table” for further community discussion about how to adopt practices and goals like those being embraced by our forward-thinking peer communities throughout the US and Canada.

• It does this by outlining four high-level strategies for effective action to improve Brookline transportation and land use:
  (1) prioritize the safe, space-efficient, and energy-efficient movement of people, separate from vehicles and their parking, as a metric of public way function;
  (2) demonstrate, pilot, and evaluate public way design changes, as we’ve started to do, to strengthen support for multi-modal transport;
  (3) align planning and zoning regulations (and budget priorities) with the kinds of public-transit-, walking-, and cycling-oriented patterns already built-in to Brookline’s physical plan; and
  (4) encourage electrification of motorized vehicles. And do it in a way that doesn’t conflict with other modes of transportation.

• The resolution proposes goals and supports for measuring and applying these strategies:
  o 2030 and 2050 goals (consistent with getting to our zero carbon goal) to further diversify the transport ‘mode-split’ among walking, cycling, public transit, and low-occupancy car trips (a trend already moving in the right direction)
  o goals to further transition motor vehicles to electric; and
  o support for implementation by establishing a Sustainable Transport Engineer or Planner position
    • to enable timely planning and implementation, with robust community engagement
    • to enable more efficient use of outside consultants,
• and (critically) to strengthen the town’s ability to identify and seize outside funding opportunities.

We understand that under the town’s collective bargaining agreement, starting salary is estimated to be in the range of $82,000.

Finally, as this resolution is about charting a course for Brookline to work together as a community, it asks the Select Board, in consultation with the Advisory Committee (and other bodies, as appropriate), to evaluate and report back by May 2020 Town Meeting on how the Town can begin to apply these strategies and grapple with these goals.”

There is a strong economic case to be made for Article 31. Keep larger holistic picture in sight. Intangible benefits.

Q: Understand and applaud goals, stepping back what isn’t working about our processes currently that we need to be taking this to Town Meeting? It makes a suggestion for a new position and allocation of resources. Why do we have to circumvent the existing structures and processes to have this as a resolution?
A: Not circumventing – no current goal or vision – disjointed processes working on different projects vis a vis land use and transportation – this offers a goal to coordinate those activities more closely. Trying to draw together disparate entities - Planning focuses on private buildings and public way is treated separately. This article is about pointing the way and having a discussion about how integrative thinking could benefit our government.

The addition of “and Town budgeting priorities” language needs further clarification.

Q: Since there are budget issues that have implications for the next decade, can you give examples of which current department configurations can prioritize these goals even if money is not allocated? Any grants that we could access to jump start this? A: Some examples of things we could do low cost include pilot project like the one on Beacon Street between Washington Square and Summit that brings car traffic down to one lane and provides a protected bike lane. Experiments can take place for relatively minimal amount of money.

State aid is received for a number of efforts and money that may be unlocked – do we do it wisely and intentionally – that way we will do the best job.

Todd Kirrane noted that there are a whole host of state and federal grants that we could access and that we do receive – for these projects. We do Complete Streets work that is working toward this. Transportation Board has put forth a multimodal (response to a variety of initiatives piloted by different parts of the government).

Participatory government – working with departments is critical and getting it out there to us is highly valuable. Cutting things off or short circuiting things too quickly does a disservice.
Q: Worry about timeframe – is May Town Meeting sufficient? It might get stalled and how do we get it back on the calendar. A: Not realistic.

The general framework could be set up by the May Town Meeting but the full idea might not yet be realized.

The goal is not to have us have the plan by May but begin to get the staff and departments to begin thinking about what we could do and what do we need, start conversations, to begin to implement these ideas.

This came from the summit and has been explored at the request of the Select Board.

Q: What is the Advisory Committee supposed to do other than to authorize funding to these departments for these initiatives? A: Some of this will involve areas as we think about what programs might be developed what shorter- term goals and initiatives can be developed to start to move toward these goals. Include Advisory Committee to get feedback about how this relates to other processes and what oversight is needed. It would gather in that kind of information so we could understand procedurally how to achieve these goals.

Like the concept but three concerns: 1. not clear who will “report the details” – A: report on the work we started in June from the Summit – what we have done to get the word out, what actions have been taken, etc. nothing specified but something to keep the project moving. 2. Establish the sustainable transportation engineer – what is the competition – Lloyd needs another person, Senior Center could use another custodian, but without knowing competing priorities, uncomfortable with this. 3. Every time we do this people say it was “just a resolution” but the proposal keeps coming back for funding or further development.

From the staffing point, competition is fierce for staff expansions – it would be needed overtime as part of the long term planning but not in this or even next fiscal year. But getting people prepared and understanding the tradeoffs is part of the intention.

Q: Do grants include salary and benefits? Also where did these goals come from – seem fairly narrow? How are these things are evaluated because it’s not just us who should be considered because lots of people drive through Town; and as it relates to personnel needs, will require some cuts reprioritize things to redeploy resources. A: Goals were based on from net comparables from other communities around the US and Canada. Mode split and electrification and we took a conservative stance. Trends about mode split. Significant reduction in drive alone to work split. Waking, biking and mass transit for transportation created a shift.

Comment: If this is successful we will have lots of people coming in for more staffing. All that said, I agree with goals of this resolution.

Suggest in the second be it further resolved, “That the Town Meeting calls upon the select board to engage in an inclusive process to determine course of action “ VOTED 18-0-2
In number 8, “Consider establishing a Sustainable Transportation Engineer or Planner position to support the advancement of these goals as budget priorities permit.” \textit{VOTED 15-0-5}

In number 3, “Align our planning and zoning regulations \textit{within} Town budgeting priorities ...”

Last be it resolved change “to report further progress made...” \textit{VOTED 14-2-4}

Remove “et al.” “...report the progress made toward this course of action...” (Remove details of) \textit{18-0-2}

\textbf{By a VOTE of 17 in favor, 1 opposed and 2 abstentions, the Advisory Committee recommends favorable action as Amended.}

\textbf{Comment:} Speaking against this resolution – scooters, bike lanes, It is trying to pull a lot of things together that is way complex in a way that is not helpful.

Transportation Department does consider this and it is already part of the work they do.

\textbf{Comment:} References to this Summit – suggestion has been made that what came out of Summit is now Town policy. That is what we were supposed to hear last week. We were supposed to learn about the big picture, what it was going to take, what resources were required, what happens when, etc.? We are doing this piecemeal. There is something here and something there and no cohesion. Disagree that resolution should be directive of what hiring and setting budgets.

Concern about how precise some of these goals were and thinking about reasonableness and ability to achieve. This is aspirational; we do want to move in that direction.

\textbf{Q:} Did anyone speak to Melissa Goff about the costs associated with this? \textbf{A:} No.

The Advisory Committee strongly recommends that you speak with her before you put forth a warrant article.

\textbf{Q:} Is any of this taking place on a regional basis? \textbf{A:} Petitioners explained that their effort was to avoid endeavoring to do the analysis beforehand – but hoped to engage with the AC and SB over 3-6 months to determine a course of action given budget constraints.

Staff did speak to Melissa and Justin about this and financial repercussions.

To see if the Town will adopt the following resolution:

\textbf{WHEREAS} climate change is a major existential threat to humanity and other life on our planet, with impacts felt especially by the poor and powerless;

\textbf{WHEREAS} greenhouse gas emissions are causing climate change, and transportation contributes 43% of these emissions in Massachusetts;
WHEREAS there are many negative health impacts from automobile use, such as serious injuries, air pollution and physical inactivity;

WHEREAS low-occupancy travel via automobile and parking of private automobiles require a disproportionate quantity of space relative to the quantity of people and goods moved;

WHEREAS Brookline public ways currently provide only limited accessibility to non-automobile uses;

WHEREAS traffic congestion and a lack of safe, accessible, reliable alternatives to automobile transportation impose substantial time burdens and costs on individuals;

WHEREAS the Town of Brookline has adopted a Climate Action Plan to prioritize planning to achieve zero greenhouse gas emissions by 2050, Town- and community-wide;

WHEREAS the Town of Brookline has adopted a Complete Streets Policy that seeks to shift use to more healthful and sustainable transportation modes by accommodating them equitably in public ways;

WHEREAS replacement of internal combustion-powered transportation with human- and/or electric-powered transportation (and supporting electric charging infrastructure) stands to reduce greenhouse gas emissions, especially when supplied with energy produced via non-fossil-fuel-combustion means; and

WHEREAS much of Brookline historically developed with a pattern of land use and public ways that are amenable to the use of public transit, walking, biking and other space- and energy-efficient modes of transportation and has limited space for personal vehicle use and parking.

NOW, THEREFORE, BE IT RESOLVED that Town Meeting calls upon the Town of Brookline to leverage its preexisting strengths, to:

1. 1) 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, with particular focus on high-traffic routes, connectivity and directness. This should be accomplished in a manner that gives particular consideration to equity of access and safety for (i) people of a broad range of ages, abilities and financial means, and (ii) use of healthful and sustainable transportation modes.

2. 2) Demonstrate, pilot, and evaluate new public way configurations that improve travel conditions to enable everyone to use healthful and sustainable transportation modes. Reconfigure street usage for temporary events (such as “open streets” and “Park(ing) Day”) to demonstrate the community benefits of utilizing road space for people.

3. 3) Align our planning and zoning regulations within Town budgeting priorities with our historical streetcar-, biking-, and walking-centric (less automobile-dependent) development pattern. Implement “transportation demand management” policies to realign incentives towards utilization of healthful and sustainable transportation modes.

4. 4) Encourage transition of motorized travel to electric vehicles and operating behaviors that eliminate local greenhouse gas emissions, including support for increased electric vehicle charging. This should be accomplished with particular consideration for avoiding any conflicts or interference with healthful and sustainable transportation modes, or with improved travel facilities for these modes.

AND BE IT FURTHER RESOLVED that Town Meeting calls upon the Select Board to engage in an inclusive process to determine course of action, applying the aforementioned four strategies, to:
5) Work towards a 2050 goal of a “75/25” sustainable transportation mode split, where approximately:

- 75% of trips are by human power (e.g. foot, bike, wheelchair), electric micro-mobility (e.g. e-scooters, e-bikes, e-wheelchairs), or electric shared rides (e.g. electric public transit, electric car-pools), and
- 25% of trips are by single-occupant or single-passenger electric cars or trucks;

Work towards a 2030 “30 + 30” interim goal, where approximately:
30% of the progress needed to meet our 2050 mode split goal is achieved, and

30% of motor vehicles registered in Brookline are electric;

For the 2050 goal, ‘electric’ excludes vehicles that can use internal combustion engines, but for the 2030 goal ‘electric’ includes plug-in hybrids.

6) Develop and implement a strategic infrastructure network to realize these goals (e.g. safe routes to schools; inclusive, protected bike lanes for a diversity of users; electric vehicle charging facilities);

7) Measure and report progress towards these goals; and

8) Establish a Sustainable Transportation Engineer or Planner position to support the advancement of these goals as budget priorities permit.

AND BE IT FURTHER RESOLVED that Town Meeting calls upon the Select Board, et al., to report the progress made towards this course of action no later than the 2020 Annual (May) Town Meeting.

Or act on anything relative thereto.

8:15 pm WA 7 – Pavement Markings Resolution (Christi Electris, TMM Pct. 7, Robert Miller, TMM Pct. 8)

Amy Hummel provided a summary of the Capital Subcommittee’s review of Warrant Article 7 the substance of which is thoroughly captured in the report. She also shared a spreadsheet showing pavement marking budget impact. The subcommittee did not vote on the article since they expected an amended motion from the petitioners.

Petitioner Bob Miller addressed the Advisory Committee and questions from the subcommittee. One motion says it should be done, the other says plan for it. As far as “shall” – no reason not to leave it in, we expect the Town to find the money to do it. PTAC asked to include transit markings – bus stops and the like. We wouldn’t purchase cars and not maintain them because we didn’t have the money, seems like the appropriate thing to do. Initially thought that pavement markings everywhere should be done once to establish a baseline but there are markings already there that are fine, so not sure how much it will cost annually.

This number of $100,000 was raised from $70K, $90K and up to $100K. There is a history of raising the budget allocation for this program, but we have more markings and the cost has gone up.
Q: Does this include markings so a cyclist can see they are arriving at a pedestrian crosswalk so they can slow down? A: The Town doesn’t have them – Boston has them. So no new painting is included in this.

Q: Might some of this be accomplished with something more permanent that might be less expensive, such as reflectors, flexible poles, etc. A: We do that and those are not used in lieu of painted line but rather in support of the painted lines when you are not installing curb separations. Those items are in a separate budget because they do get hit by cars and they do need to be replaced (about $400 each).

Q: Why do we paint gutter lines? A: They are called gutter lines but four inch lines that demark bike lane from travel lane, or orange or white line on a curb for visibility.

Q: Paint is supposed to last 12-18 months and thermos lasts longer? A: Rubber paint 6 months or less. Thermo-plastic on new roadway depending on type of marking can last 3 years; 7-8 years if not directly touched by wheels. On old roads you are only getting less than 3 years.

Q: Did you look into putting down colored cement? A: We do have faux brick but still white lines on outer edges – needed according to Federal rules to identify it as a crosswalk.

This is essentially telling the Town to pay more attention to this. Suggest we agree on some consistent language if we are routinely going to making these types of changes. Language should not be interpreted that it is prohibitive to public safety. I’m supportive of this but I don’t understand the point of this. The issue is that there are places where the markings are not visible. If you are not going to maintain them why do them at all in the first instance.

One way to get things done is to approach staff and Town Administrator to make inquiries about something and learn the process and advocate for it. Or get a group of people together and submit a warrant article. We have it and we have to respond.

DPW has a budget and they do what they can within that budget. Doing the best with the resources that they have and by voting for this we can show our support for DPW and raise the visibility of this issue.

A MOTION was made and seconded for favorable action on WA 7 as the subcommittee drafted. By a VOTE of in 20 in favor, none opposed, and no abstentions the Advisory Committee recommends favorable action on WA 7 as amended.

To see if the Town will adopt the following resolution:

A resolution calling for the Town to properly maintain street markings for all modes of travel.

Whereas all markings on a street contribute to safety and clarity for users of the public way, including people walking, bicycling, using mass transit, and driving automobiles and trucks, and
Whereas the Town of Brookline's Complete Streets Policy states that "The Town of Brookline shall plan, construct, and maintain its public ways to enhance safety, access, inclusion, convenience, and comfort for all users, thereby creating complete streets," and

Whereas observations indicate that the maintenance of certain street markings intended for pedestrian and bicycle safety—such as crosswalks and bike lanes—has been inadequate to keep up with wear and tear, and

Whereas users of the public way who walk and bicycle are particularly vulnerable by virtue of their mode of transportation, inadequate maintenance of markings has a disproportionate negative impact on their safety, and

Whereas the Town of Brookline budgets for maintaining pavement markings in its operating budget, including those related to pedestrian and bicycle safety,

Now therefore be it resolved that Town Meeting strongly encourages the Town to include sufficient funds in the operating budget to allow for proper maintenance of street markings for automobile, bicycle, and pedestrian use, as well as any other markings that are provided on the public way for the safety of users.

8:45 pm  WA 29– EEAF Resolution (Donelle S. O’Neal Sr., TMM Pct. 4)

Neil Gordon gave an overview of the A&F subcommittee’s review and deliberation of Warrant Article 29. Petitioner’s intent given thriving Marijuana businesses in Brookline and revenue will be increasing, those businesses should make voluntary contributions (in addition to tax and mitigation fee) to a fund administered under auspices of Diversity office and by Brookline Community Foundation and those funds be used to support development of minority and women owned businesses in Brookline through grants, loans, etc. to be determined.

Why limit to just marijuana dispensaries if voluntary contributions when there are other businesses in Town.

Neil drafted a substitute motion (below). The Petitioner has since redrafted a motion making the fee not voluntary but required to be placed into a fund as previously described. Moderator determined it is out of scope. Not sure what the petitioner will do about that.

Admin and Finance determined that it should be referred and this is articulated in the substitute motion.

No one else in the Commonwealth does this. Why not target everyone who is included in state requirements — broader language? Wrote referral motion and whereas clauses to provide a charge to the Small Business Development Committee.
What do we mean by “under represented”?
Suggest we change “It is the will of Town Meeting” to “Therefore be it resolved that the subject matter be …” and removing “no later than”

A MOTION was made and seconded for favorable action on WA 29 substitute motion as noted in the report.
By a VOTE of 14 in favor, 3 opposed and 2 abstentions, the Advisory Committee recommends favorable action on WA 29 substitute motion.

Article 29 – Neil and Donelle substitute motion

Whereas, the Town of Brookline endeavors to bring about equitable opportunities in all aspects of life within the town; and

Whereas, there is, more specifically, a strong desire by the Town to bring about racial and gender equity, an essential element of which is economic equity; and

Whereas, there are positive steps that can be to begin to bring about such economic equity; and

Whereas, businesses in Brookline may be willing to provide funding for projects and programs to achieve such ends; and

Whereas, commitments made pursuant to host community agreements with marijuana dispensaries do not specifically include funding or support for minority and/or female owned businesses; and

Whereas, a dedicated fund to help minority and women owned businesses establish themselves in Brookline would, at least in part, offset the shortcomings of the host community agreements; and

Whereas, such fund could help assure equal and equitable opportunities for underserved residents of Brookline;

Now, Therefore, be it resolved, that it is the will of Town Meeting that the subject matter of this Warrant Article be referred to the Town's Small Business Development Committee; and

That such committee explore the feasibility of establishing a fund and soliciting and obtaining donations from, inter alia, Brookline businesses; and

That such committee further explore the feasibility of using such funds to provide grants and/or loans to underserved residents of Brookline to assist them in establishing or expanding minority and/or women owned businesses in Brookline; and

That the Small Business Development Committee work with the Office of Diversity, Inclusion and Community Relations in order to best achieve the objectives of this Warrant Article; and
That the Small Business Development Committee conclude its work and report to Town Meeting

Next Meeting: Tuesday, October 22 beginning at 7pm.

Upon a MOTION made and seconded to adjourn, and voted unanimously, the meeting was adjourned at 9:30 pm.

Documents Presented:

- Public Safety Subcommittee report on WA 31
- Capital Subcommittee Report on WA 7 and supplemental material (Pavement Marking Budget Impact)
- Public Comment on WA 7 and 31
- Admin and Finance Subcommittee Report on WA 29
From: Carolina Abuelo [mailto:princesa_carolina@yahoo.com]
Sent: Wednesday, October 16, 2019 5:29 PM
Subject: bridle path

My name is Carolina Abuelo. I live at 10 Downing Rd I am writing in support of Warrant Articles 7 and 31.

**Warrant Article 7** As I walk and bicycle in Brookline, I notice that the maintenance of certain street markings intended for pedestrian and bicycle safety—such as crosswalks and bike lanes—has been inadequate to keep up with wear and tear. This is a very significant safety issue for people like myself who walk and bicycle and are particularly vulnerable by virtue of their mode of transportation. I HAVE BEEN HIT 3 TIMES IN THE BIKE LANE ON BEACON STREET WHILE COMMUTING TO OR FROM WORK IN THE PAST 5 YEARS. Warrant Article 7 would remedy this problem. I urge you to recommend approval of Warrant Article 7.

**Warrant Article 31** With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline’s sustainability goals.

Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways. I urge you to recommend approval of Warrant Article 31.

Thank you for your kind attention.
Best
Carolina Abuelo

From: Joshua Blouwolff [mailto:j.blouwolff@gmail.com]
Sent: Wednesday, October 16, 2019 2:28 PM
Subject: WA 7 &31

My name is Joshua Blouwolff. I live at 63 Summit Avenue. I am writing in support of Warrant Articles 7 and 31.

**Warrant Article 7** As I walk and bicycle in Brookline, I notice that the maintenance of certain street markings intended for pedestrian and bicycle safety—such as crosswalks and bike lanes—has been inadequate to keep up with wear and tear. This is a very significant safety issue for people like myself and my school age children who walk and bicycle and are particularly vulnerable by virtue of their mode of transportation. Warrant Article 7 would help to remedy this problem. I urge you to recommend approval of Warrant Article 7.

**Warrant Article 31** With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline’s sustainability goals. I already bike to work in Cambridge every day, so I'm trying to do my part in terms of personal transportation.

Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways.
I urge you to recommend approval of Warrant Article 31. Thank you for your consideration.

From: Grace Leung [mailto:grace.leung1001@gmail.com]
Sent: Wednesday, October 16, 2019 1:51 PM
Subject: Supporting Warrant Articles 7 and 31

Hello! My name is Grace Leung. I live in 1139 Beacon St, Brookline. I am writing in support of Warrant Articles 7 and 31.

**Warrant Article 7**
As I walk and bicycle in Brookline, I notice that the maintenance of certain street markings intended for pedestrian and bicycle safety—such as crosswalks and bike lanes—has been inadequate to keep up with wear and tear. This is a very significant safety issue for people like myself who walk and bicycle and are particularly vulnerable by virtue of their mode of transportation. Warrant Article 7 would remedy this problem. I urge you to recommend approval of Warrant Article 7.

**Warrant Article 31**
With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline's sustainability goals. Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways. I urge you to recommend approval of Warrant Article 31. Thank you.

Best regards,
Grace

---

From: Larry Fahey [mailto:larryfahey@hotdogdynamite.com]
Sent: Wednesday, October 16, 2019 1:32 PM
Subject: Warrant article 31 & 7

I walk and bike extensively around Brookline, and there's no question that the painted markings for both cyclists and pedestrians are inadequately maintained. Brookline, like almost all of the US, is designed for cars first. Changing that is obviously a long-term project, but its reality makes clear markings all the more essential for safety. They are more often than not the only thing standing between me and a speeding car.Warrant Article 1 would solve this problem, providing a baseline for pedestrian and cyclist safety. I urge you to approve it.

Larry Fahey again, of 100 Columbia St. Brookline is a desirable community because, among other reasons, people here tend to look forward, toward a better future. It makes sense, then, that we could set an example in urban planning, including the future of more sustainable travel.

I urge you to approve Warrant Article 31, which would push us in the right direction. As you know, transportation accounts for over 40% of greenhouse gas emissions. By prioritizing sustainable transportation, we're not only reducing our carbon footprint, we're showing other communities the way.

Thanks,
Larry
From: Justin Libby <justin.libby@gmail.com>
To: jske514 <jske514@aol.com>; dmgoldstein9 <dmgoldstein9@gmail.com>; susangranoff <susangranoff@msn.com>; alisa <alisa@jonasdays.net>
Sent: Tue, Oct 15, 2019 7:54 pm
Subject: Comments on Brookline Town Warrant Article 31

Dear Members of the Public Safety Subcommittee of the Advisory Committee,

My name is Justin Libby. I live at 128 Addington Road in Brookline. I am writing in support of Warrant Article 31. I’ve been bicycle commuting from Brookline for nine years. I want to see our town make a determined effort to shift away from single-occupancy, gasoline powered vehicles as a primary mode of transportation. Warrant Article 31 will help us achieve this by prioritizing more sustainable forms of transportation and improving our public ways. I urge you to recommend approval of Warrant Article 31.

From: David Kroop [mailto:dkroop2@gmail.com]
Sent: Wednesday, October 16, 2019 12:42 PM
Subject: Warrant Article 7

Dear Members of the Advisory Committee:

My name is David Kroop. I live at 27 Osborne Road in Brookline. I am writing in support of Warrant Articles 7. As I walk and bicycle in Brookline, I notice that the maintenance of certain street markings intended for pedestrian and bicycle safety—such as crosswalks and bike lanes—has been inadequate to keep up with wear and tear. This is a very significant safety issue for people like myself who walk and bicycle and are particularly vulnerable by virtue of their mode of transportation. Warrant Article 7 would remedy this problem. I urge you to recommend approval of Warrant Article 7.

I am writing in support of Warrant Article 31. With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline's sustainability goals.

Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways. I urge you to recommend approval of Warrant Article 31.

Sincerely yours,
David Kroop
27 Osborne Road
Brookline, MA 02446
(617) 869 - 7139

From: Jacob Meunier <jacobmeunier@gmail.com>
To: jske514 <jske514@aol.com>; dmgoldstein9 <dmgoldstein9@gmail.com>; susangranoff <susangranoff@msn.com>; alisa <alisa@jonasdays.net>
Sent: Tue, Oct 15, 2019 12:14 pm
Subject: Please approve Warrant Article 31

Dear Members of the Public Safety Subcommittee of the Advisory Committee,
As a Brookline resident concerned about sustainable modes of transportation and the environment, I am writing to urge you to support Warrant Article 31. Transportation is the source of over 40 percent of greenhouse emissions in Massachusetts. For this reason, the Town must take a more active role in encouraging people to shift from single-occupancy motor vehicles powered by fossil fuels to more sustainable forms of transportation. This shift is critical to achieving Brookline's sustainability goals.

Warrant Article 31 would help by prioritizing sustainable forms of transportation when designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways. I urge you to recommend approval of Warrant Article 31.

Thank you for your consideration.

Kind regards,
Jacob Meunier
19 Williams Street
Brookline, MA 02446
Tel: 617-734-6484

From: Brookline Chamber <debbie@brooklinechamber.com>
To: Janice Kahn <jske514@aol.com>; dmgoldstein9 <dmgoldstein9@gmail.com>; susangranoff <susangranoff@msn.com>; alisa <alisa@jonasdays.net>
Cc: Leise Jones <leise@leisejones.com>; Gladstone, David <DGladstone@brkl.com>; Kara Brewton <kbrewton@brooklinema.gov>; Meredith Mooney <mmooney@brooklinema.gov>; Anne Meyers <annermeyers@gmail.com>; David Leschinsky <david@eurekapuzzles.com>; Melissa T Goldman <melissa@thevillageworks.com>; Raul Fernandez <rfernandez@brooklinema.gov>
Sent: Tue, Oct 15, 2019 12:30 pm
Subject: Warrant Article 31

Dear Janice, David-Marc, Susan, and Alisa,

I learned today that you are sponsoring a Warrant Article that does the following:

Warrant Article 31 would call upon the Town 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.

In addition, it would call upon the Town to:

1. Demonstrate, pilot, and evaluate new public way configurations that improve travel conditions to enable everyone to use healthful and sustainable transportation modes;

2. Align the Town's planning and zoning regulations with the Town's historic development pattern, which is based on people getting around by foot or on street cars, bicycles, and other non-automobile modes of transportation; and

3. Encourage transition of motorized travel to electric vehicles.

Finally, Warrant Article 31 would establish specific sustainable transportation mode shift goals. These goals would be supported by periodic progress reports and by establishing a Town Sustainable Transportation Engineer or Planner position.

Unfortunately I have a family commitment this evening and cannot attend the Hearing. Were businesses involved in drafting this proposal? Reducing emissions is a priority. Sustaining businesses is also a priority.
How does your plan impact businesses, employees, and customers, including visitors and residents who do not have electric vehicles or bicycles and rely on gas fueled/hybrid cars?

Many thanks,

Debbie

Debbie Good Miller, Executive Director
Brookline Chamber of Commerce 251 Harvard Street, Suite #1 Brookline, MA 02446
T: 617.739.1330 F: 617.739.1200
www.brooklinechamber.com
Facebook: Brookline Chamber
Instagram: @brooklinechamber
Twitter: @brooklinechmbr

From: Harry Margolis <harry@margolis.com>
To: jske514@aol.com; dmgoldstein9@gmail.com; susanegrannoff@msn.com; alisa@jonasdays.net
Sent: Tue, Oct 15, 2019 12:54 pm
Subject: Warrant Article 31 and Sustainable Transportation

Dear Members of the Public Safety Subcommittee of the Advisory Committee:

I’m a Town Meeting member from Precinct 12 I am writing in support of Warrant Article 31. With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline's sustainability goals.

Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways.

I would add that this is consistent with the recommendation of Gov. Charles Baker’s recent task force on transportation. It urged a focus on moving people over moving vehicles. Space on our streets taken by parked cars forces competition between many forms of transportation – cars, buses, trucks, bikes, scooters – for the remaining space on our roads. Let’s make all forms of transportation safe and convenient by freeing the roads to move people in whatever way they choose. And let’s be as least as forward-thinking as the governor.

I urge you to recommend approval of Warrant Article 31.

Harry

Harry S. Margolis
harry@margolis.com


From: Perry Grossman <perrygrossman2008@gmail.com>
To: jske514@aol.com; dmgoldstein9@dmgoldstein9@gmail.com; susanegrannoff@susangranoff.com; alisa@alisa@jonasdays.net
Cc: John Bowman <johnlbowman1955@gmail.com>
Sent: Mon, Oct 14, 2019 9:35 pm
Subject: I urge you to recommend approval of Warrant Article 31

Dear Members of the Public Safety Subcommittee of the Advisory Committee:
My name is Perry Grossman. I live at 42 Jamaica Road #2. I am writing in support of Warrant Article 31.

With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline's sustainability goals.

Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways.

I urge you to recommend approval of Warrant Article 31.

Thank you. Keep smiling!
Perry

From: tracie burns <tracie.burns@gmail.com>
Sent: Mon, Oct 14, 2019 10:23 pm
Subject: WA31 - Strongly Support

Dear Members of the Public Safety Subcommittee of the Advisory Committee:

My name is Tracie Burns. I live at 100 Beals Street. I am a TMM P8, and active member of Mothers Out Front and Brookline Biking Group. I am writing in strong support of Warrant Article 31.

With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline's sustainability goals. As the town becomes more densely populated, and the need grows for our community to decrease it's carbon footprint, projects like this are what we need to create innovative ways to meet the town's transportation needs combined with reducing the number of cars on the roads. Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways.

I urge you to recommend approval of Warrant Article 31.

Regards,
Tracie Burns

From: Patricia Maher <patricialmaher@gmail.com>
To: jske514 <jske514@aol.com>; susangranoff <susangranoff@msn.com>; alisa <alisa@jonesdays.net>; dmgoldstein9 <dmgoldstein9@gmail.com>
Sent: Mon, Oct 14, 2019 6:42 pm

Dear Members of the Public Safety Subcommittee of the Advisory Committee:

My name is Pat Maher and I live at 75 Stearns Rd and am writing in support of Warrant Article 31. I am a nurse practitioner and a bike commuter.

With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline's sustainability goals. Sustainable forms of transportation have added benefits to the health of our community.
Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways.

I urge you to recommend approval of Warrant Article 31.

Patricia Maher

From: Marian Lazar [mailto:mlazar@verizon.net]
Sent: Wednesday, October 16, 2019 8:20 PM
Subject: In favor of Warrant Articles 7 and 31

To the Advisory Committee

I support Article 7. As I walk and cycle in Brookline, I notice the inadequate maintenance of street markings intended for pedestrian and bicycle safety including crosswalks and bike lanes. This paint on the ground is the only protection for vulnerable walkers and riders. Warrant Article 7 would remedy this problem. I urge you to recommend approval of Warrant Article 7.

Warrant Article 31 would help shift transportation choices to sustainable forms of transportation by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways. I urge you to recommend approval of Warrant Article 31.

Sincerely,
Marian Lazar
32 Craftsland Road
Chestnut Hill, MA Precinct 15

--

From: Gerald Lazar [mailto:gklazar@verizon.net]
Sent: Wednesday, October 16, 2019 9:14 PM
Subject: Warrant Articles 7 and 31

My name is Gerald Lazar and I reside at 32 Craftsland Road. I am writing to indicate my support of Warrant Articles 7 and 31 and to urge the Advisory Committee support these, as well.

I walk and cycle in Brookline and am acutely aware of the poor condition of many lane markings on Town roads. Often, this results in hazardous conditions for cyclists because cars wander in lanes that do not have a clearly marked stripe to delineate the bicycle lane. As a result, when the bicycle lane is not clearly marked, I take up the entire lane, to prevent inattentive or reckless drivers from coming too close to me or actually forcing me off the road. Often, this infuriates drivers who then become aggressive in various ways. While clearly marked lanes don’t guarantee a cyclist’s safety, they do help. In South Brookline, where not all streets have sidewalks, it can be necessary to walk in the road. Without clear lane markings to keep drivers centered in their lane, the pedestrian is at risk of injury. As a pedestrian, when crosswalk markings fade, drivers tend to ignore the crosswalk signs and drive through, as you stand there trying to cross the street.

Anything that encourages people to walk, cycle or drive in a more energy efficient manner would help to improve the health of residents and improve the environment. Article 31 aims at this goal and should be supported.

Finally, although it is not explicitly included in these Warrant articles, funds should be allocated for keeping bicycle lanes swept (branches, acorns, sand and other debris are hazardous to cyclists) and the lanes should
be kept in good repair. Riding a bicycle through pot holes, over lumpy and bumpy pavement, and over poorly repaired patches is a jarring and dangerous experience and creates the risk of a fall. Good maintenance of bicycle lanes should be an ongoing priority for the Town.

Sincerely,

Gerald Lazar

From: Robert Thomas [mailto:bthom@mac.com]  
Sent: Wednesday, October 16, 2019 9:20 PM  
Subject: Please recommend the approval of Warrant Articles 17 and 31

My name is Bob Thomas. I live at 5 Beals Street in Brookline. I am writing in support of Warrant Articles 7 and 31.

First, I urge you to recommend the approval of Warrant Article 7. I opted years ago to give up my car. I walk and bicycle to get around in Brookline. I’ve noticed that the maintenance of certain street markings intended for pedestrian and bicycle safety—such as crosswalks and bike lanes—have not been adequately maintained. At times, I have been concerned for my safety, especially in places where the bike lanes have faded and are not clear. I believe that Warrant Article 7 would remedy this problem.

Secondly, I urge you to recommend approval of Warrant Article 31. Transportation is the source of over 40% of greenhouse emissions in Massachusetts. I believe that it is critical that Brookline move from depending on single occupancy gas powered vehicles to more sustainable forms of transportation. That shift seems key to meeting Brookline's sustainability goals.

Warrant Article 31 would prioritize sustainable forms of transportation in the planning of public ways. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation in Brookline.

Please recommend the approval of Warrant Articles 17 and 31.

Thanks,

Bob Thomas

From: Charlie Homer [mailto:charlie.homer@gmail.com]  
Sent: Wednesday, October 16, 2019 10:10 PM  
Subject: Bicycle related warrant articles

To the Advisory Committee

My name is Charles Homer. I live at 76 Green St., Unit #1. I am a former Town Meeting Member as well. I am writing in support of Warrant Articles 7 and 31.

I am a long time cyclist. I commute to work in downtown Boston every weekday, and also ride frequently around and through our community both for errands and for recreation. Bicycle safety is of extreme importance to me, both for my own safety and as a physician and public health professional.

Warrant Article 7

As I walk and bicycle in Brookline, I notice that the maintenance of certain street markings intended for pedestrian and bicycle safety—such as crosswalks and bike lanes—has been inadequate to keep up with wear and tear.
This is a very significant safety issue for people like myself who walk and bicycle and are particularly vulnerable by virtue of their mode of transportation. Warrant Article 7 would remedy this problem. I urge you to recommend approval of Warrant Article 7.

With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline's sustainability goals. Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways.

I urge you to recommend approval of Warrant Article 31.

Thank you.
Charles J. Homer, MD, MPH

From: Dave Damm-Luhr [mailto:dlulhr@hotmail.com]
Sent: Thursday, October 17, 2019 4:58 AM
Subject: Please support WA 7 & 31

Hello,
My name is Dave Damm-Luhr; I live at 71 Addington Road in Brookline. I am writing in support of Warrant Articles 7 and 31.

Warrant Article 7 As I walk and bicycle in Brookline, I notice that the maintenance of certain street markings intended for pedestrian and bicycle safety—such as crosswalks and bike lanes—has been inadequate to keep up with wear and tear. This is a very significant safety issue for people like myself who walk and bicycle and are particularly vulnerable by virtue of their mode of transportation. Warrant Article 7 would remedy this problem. I urge you to recommend approval of Warrant Article 7.

Warrant Article 31With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline's sustainability goals. Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways.

I urge you to recommend approval of Warrant Article 31.

Sincerely,
Dave Damm-Luhr
71 Addington Road
Brookline, MA 02445

From: Gina Crandell [mailto:ginamcrandell@gmail.com]
Sent: Thursday, October 17, 2019 9:59 AM
Cc: Biking Brookline
Subject: Brookline Transportation

I am writing in support of Warrant Articles 7 and 31. I urge you to recommend approval of Warrant Article 7 to improve the maintenance of crosswalks and bikeways. Warrant Article 31 would help improve Brookline's sustainability goals by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways.

Thank you for your consideration. Gina Crandell 117 Stedman Street
Dear Advisory Committee,

My name is Bettina Neuefeind. I live at 20 Amory Street, Brookline, and am a TMM from Precinct 1. I also am a long-serving member of the PSB Wellness Committee, and a BHS and Lawrence school parent of three.

I am writing in support of Warrant Articles 7 and 31.

Warrant Article 7

I am a bicycle commuter, and experience day in and day out how street markings intended for pedestrian and bicycle safety—such as crosswalks and bike lanes—are inadequate to either ensure human safety or to keep up with wear and tear.

This is a very significant safety issue for people like myself who walk and bicycle and are particularly vulnerable by virtue of their mode of transportation. Physics always wins. Yesterday alone on a 20 minute commute, I was cut off or run off the road on four separate occasions. It was not an unusual day. The drivers I tried to speak to about these infractions either laughed at or ignored me.

Only physically protected bike lines actually create safe spaces for bicyclists, and safer sidewalks and roads for all.

Warrant Article 7 would remedy this problem. I urge you to recommend approval of Warrant Article 7.

Warrant Article 31

With transportation being the source of over 40% of greenhouse emissions in Massachusetts, achieving mode shift from single-occupancy gasoline-powered motor vehicles to sustainable forms of transportation is critical to achieving Brookline's sustainability goals.

Warrant Article 31 would help do this by prioritizing sustainable forms of transportation in designing and improving our public ways, by setting forth the steps for achieving this mode shift, and by establishing specific mode shift goals. In addition Warrant Article 31 would provide economic, health, and social equity benefits by offering inexpensive and healthy alternatives to private car transportation on our public ways.

We tried to go carless for three years, and finally bought a fully electric vehicle last new year’s eve - now we notice the need for supercharging stations, both here and farther afield. They are essential to making electric vehicle travel a widely accessible alternative.

I urge you to recommend approval of Warrant Article 31.

Thank you for your thoughtful attention to this matter,

Bettina Neuefeind
20 Amory Street
TMM-1
WHEREAS climate change is a major existential threat to humanity
and other life on our planet, with impacts felt especially by the poor
and powerless;
WHEREAS greenhouse gas emissions are causing climate change,
and transportation contributes 43% of these emissions in
Massachusetts;
WHEREAS there are many negative health impacts from automobile
use, such as serious injuries, air pollution and physical inactivity;
WHEREAS low-occupancy travel via automobile and parking of
private automobiles require a disproportionate quantity of space
relative to the quantity of people and goods moved;
WHEREAS Brookline public ways currently provide only limited
accessibility to non-automobile uses;
WHEREAS traffic congestion and a lack of safe, accessible, reliable
alternatives to automobile transportation impose substantial time
burdens and costs on individuals;
WHEREAS the Town of Brookline has adopted a Climate Action Plan
to prioritize planning to achieve zero greenhouse gas emissions by
2050, Town- and community-wide;
WHEREAS the Town of Brookline has adopted a Complete Streets
Policy that seeks to shift use to more healthful and sustainable
transportation modes by accommodating them equitably in public
ways;
WHEREAS replacement of internal combustion-powered
transportation with human- and/or electric-powered transportation
(and supporting electric charging infrastructure) stands to reduce
greenhouse gas emissions, especially when supplied with energy
produced via non-fossil-fuel-combustion means; and
WHEREAS much of Brookline historically developed with a pattern of
land use and public ways that are amenable to the use of public
transit, walking, biking and other space- and energy-efficient modes
of transportation and has limited space for personal vehicle use and
parking.
NOW, THEREFORE, BE IT RESOLVED that Town Meeting calls
upon the Town of Brookline to leverage its preexisting strengths, to:
1) 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, with
particular focus on high-traffic routes, connectivity and directness.
This should be accomplished in a manner that gives particular
consideration to equity of access and safety for (i) people of a broad range of ages, abilities and financial means, and (ii) use of healthful and sustainable transportation modes.

2) Demonstrate, pilot, and evaluate new public way configurations that improve travel conditions to enable everyone to use healthful and sustainable transportation modes. Reconfigure street usage for temporary events (such as “open streets” and “Park(ing) Day”) to demonstrate the community benefits of utilizing road space for people.

3) **Align our planning and zoning regulations within Town budgeting priorities** with our historical streetcar-, biking-, and walking-centric (less automobile-dependent) development pattern. Implement “transportation demand management” policies to realign incentives towards utilization of healthful and sustainable transportation modes.

4) Encourage transition of motorized travel to electric vehicles and operating behaviors that eliminate local greenhouse gas emissions, including support for increased electric vehicle charging. This should be accomplished with particular consideration for avoiding any conflicts or interference with healthful and sustainable transportation modes, or with improved travel facilities for these modes.

AND BE IT FURTHER RESOLVED that Town Meeting calls upon the Select Board to engage in an inclusive process to determine a course of action applying the aforementioned four strategies, to:

5) Work towards a 2050 goal of a “75/25” sustainable transportation mode split, where approximately:
   - 75% of trips are by human power (e.g. foot, bike, wheelchair), electric micro-mobility (e.g. e-scooters, e-bikes, e-wheelchairs), or electric shared rides (e.g. electric public transit, electric car-pools), and
   - 25% of trips are by single-occupant or single-passenger electric cars or trucks;

Work towards a 2030 “30 + 30” interim goal, where approximately: 30% of the progress needed to meet our 2050 mode split goal is achieved, and 30% of motor vehicles registered in Brookline are electric;

For the 2050 goal, ‘electric’ excludes vehicles that can use internal combustion engines, but for the 2030 goal ‘electric’ includes plug-in hybrids.
6) Develop and implement a strategic infrastructure network to realize these goals (e.g. safe routes to schools; inclusive, protected bike lanes for a diversity of users; electric vehicle charging facilities);
7) Measure and report progress towards these goals; and
8) Consider establishing a Sustainable Transportation Engineer or Planner position to support the advancement of these goals as budget priorities permit.

AND BE IT FURTHER RESOLVED that Town Meeting calls upon the Select Board to report the progress made toward this course of action no later than the 2020 Annual (May) Town Meeting. Or act on anything relative thereto.
### Additional Annual Cost

<table>
<thead>
<tr>
<th>Disc</th>
<th>Additional cost for a third time</th>
<th>Additional cost for a third time</th>
<th>Additional cost to do remaining 45%</th>
<th>Additional cost for a second time</th>
<th>Additional cost for details</th>
<th>Total Additional Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$9,749.00</td>
<td>$1,529.00</td>
<td>$9,692.00</td>
<td>$11,280.00</td>
<td>$8,505.00</td>
<td>$6,000.00</td>
</tr>
</tbody>
</table>

### Additional Cost for Bike lane symbols in paint (green in special material)

<table>
<thead>
<tr>
<th>Disc</th>
<th>Shared Lane Marking</th>
<th>Bike Straight Arrow</th>
<th>Bike Left Arrow</th>
<th>Bicycle Rider</th>
<th>Green Pavement</th>
<th>Qty</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>501</td>
<td>305</td>
<td>7</td>
<td>2005</td>
<td>2170</td>
<td>5816 sf</td>
<td>$9,596.00</td>
</tr>
<tr>
<td></td>
<td>1 time a year</td>
<td>1 time a year</td>
<td>1 time a year</td>
<td>1/3rd 1 time a year</td>
<td>$14,250.00</td>
<td>$30,289.00</td>
<td></td>
</tr>
</tbody>
</table>

### Total Cost for Thermoplastic (green in special material)

<table>
<thead>
<tr>
<th>Disc</th>
<th>4&quot; white gutter lines/Fog lines</th>
<th>4&quot; yellow center lines</th>
<th>4&quot; dbl yellow center lines</th>
<th>12&quot; white Xwalk and stop bars</th>
<th>Symbols arrows/only</th>
<th>Bike lane Symbols</th>
<th>Green Pavement</th>
<th>Qty</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>237780 sf</td>
<td>38225 sf</td>
<td>121151 If</td>
<td>68896 If</td>
<td>5155 sf</td>
<td>9721 SF</td>
<td>2170 sf</td>
<td>208,057.50</td>
<td>$208,057.50</td>
</tr>
<tr>
<td></td>
<td>1 times every 3 years</td>
<td>1 times every 3 years</td>
<td>1 times every 3 years</td>
<td>1 times every 3 years</td>
<td>1 times every 3 years</td>
<td>1 times every 3 years</td>
<td>1 time every 3 years</td>
<td>$272,917.41</td>
<td></td>
</tr>
</tbody>
</table>
Article 29 – A&F subcommittee substitute motion

Whereas, the Town of Brookline endeavors to bring about equitable opportunities in all aspects of life within the town; and

Whereas, there is, more specifically, a strong desire by the Town to bring about racial and gender equity, an essential element of which is economic equity; and

Whereas, there are positive steps that can be to begin to bring about such economic equity; and

Whereas, businesses in Brookline may be willing to provide funding for projects and programs to achieve such ends; and

Whereas, commitments made pursuant to host community agreements with marijuana dispensaries do not specifically include funding or support for minority and/or female owned businesses; and

Whereas, a dedicated fund to help minority and women owned businesses establish themselves in Brookline would, at least in part, offset the shortcomings of the host community agreements; and

Whereas, such fund could help assure equal and equitable opportunities for underserved residents of Brookline;

Now, Therefore, be it resolved, that it is the will of Town Meeting that the subject matter of this Warrant Article be referred to the Town’s Small Business Development Committee; and

That such committee explore the feasibility of establishing a fund and soliciting and obtaining donations from, inter alia, Brookline businesses; and

That such committee further explore the feasibility of using such funds to provide grants and/or loans to underserved residents of Brookline to assist them in establishing or expanding minority and/or women owned businesses in Brookline; and

That the Small Business Development Committee work with the Office of Diversity, Inclusion and Community Relations in order to best achieve the objectives of this Warrant Article; and

That the Small Business Development Committee conclude its work and report to Town Meeting no later than ________________.