

Ref: 7546

July 7, 2017

Mr. Jesse Geller
Chairman
Zoning Board of Appeals
Brookline Town Hall – 3rd Floor
333 Washington Street
Brookline, MA 02445

Re: Babcock Place
134 Babcock Street
Brookline, Massachusetts

Dear Chairman Geller:

As requested by the Town of Brookline Zoning Board of Appeals (ZBA), Vanasse and Associates, Inc. (VAI) has prepared this letter in response to comments issued by the ZBA during the May 10, 2017 ZBA hearing for the project. Specifically, as requested by the ZBA this letter provides supplemental information relative to the review of local crash records provided by the Town of Brookline Police Department as well as a review of proposed modifications to the Babcock Street corridor associated with the Babcock Street and Naples Road Bicycle and Pedestrian Improvement Project.

As documented in this letter, based on a review of the local crash data provided by the Brookline Police Department, the findings of the initial Traffic Impact and Access Study (TIAS) prepared for the project remain unchanged, with the data provided by the Brookline Police Department confirming that study area intersections located within the Town of Brookline exhibit motor vehicle crash rates well below the state average. Additionally, proposed bicycle and pedestrian improvements along the Babcock Street corridor have been reviewed with regard to vehicular access and egress from the site, which can be accommodated safely with proposed improvements in place. The following summarizes the findings of the supplemental analyses.

Motor Vehicle Crash Data

As requested by the Town of Brookline ZBA, motor vehicle crash records were requested from the Town of Brookline Police Department for the most recent years of available data in order to evaluate motor vehicle crash trends within the study area. Specifically, motor vehicle crash data were requested for the intersections of Babcock Street with Harvard Street and Freeman Street, the two intersections located within the Town of Brookline that were evaluated as part of the initial TIAS. While the initial TIAS reviewed the years 2010 to 2014, the police records provided also included the years 2015 and 2016.

As reviewed with the ZBA during the May 10, 2017 ZBA hearing, motor vehicle crash data utilized in the initial TIAS were obtained from the Massachusetts Department of Transportation (MassDOT) Safety Management/Traffic Operations Unit for the most recent five years of available data (2010-2014), consistent with the state guidelines for preparation of traffic impact assessments. Based on a review of this data it was determined that a total of 4 motor vehicle collisions were reported at the intersection of Babcock Street with Harvard Street, with no reported collisions at the intersection of Babcock Street and Freeman Street.

The local police department data confirmed that no collisions were reported at the intersection of Babcock Street with Freeman Street between the years of 2010 and 2014, as well as the years 2015 or 2016.

For the intersection of Babcock Street with Harvard Street, a total of 9 collisions were reported between the years of 2010 and 2014, which includes the 4 collisions identified in the MassDOT data as well as 5 additional collisions not included in the state database. Additionally, there were also 5 additional collisions reported during the years 2015 and 2016, resulting in an average of approximately 2 motor vehicle collisions per year, which falls well below MassDOT's average crash rate for an unsignalized intersection in this MassDOT District.

Bicycle and Pedestrian Improvements

As requested by the ZBA, VAI has reviewed bicycle and pedestrian improvements that are proposed along the Babcock Street corridor as part of the Babcock Street and Naples Road Bicycle and Pedestrian Improvement Project. The project entails provision of new pedestrian and bicycle accommodations along both roadways, including exclusive bicycle lanes and raised crosswalks at select locations along both corridors. In the vicinity of the proposed site access onto Babcock Street, shared bicycle and pedestrian accommodations are proposed, with no on-street parking proposed between the northern and southern intersections of Freeman Street with Babcock Street. Raised crosswalks are proposed at both intersections to enhance pedestrian crossings of Babcock Street at these intersections.

To ensure the proposed site access layout can accommodate vehicular movements to and from the site, AutoTURN analyses were conducted for both the primary garage entrance and the loading zone located on the northern side of the project site. For the primary garage entrance a standard passenger vehicle was utilized for design purposes while the loading zone was analyzed for a larger single-unit vehicle, consistent with trash delivery activities which will be the primary use of this area. As depicted on the AutoTURN figures provided as an attachment to this document, the proposed site access can safely accommodate entering and exiting movements at both driveway locations.

Mr. Jesse Geller
July 7, 2017
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We trust that the enclosed information addresses comments received from the ZBA during the May 10th hearing for the project. Should you have any questions regarding this information, please feel free to contact me directly.

Sincerely,

VANASSE & ASSOCIATES, INC.



Shaun P. Kelly
Senior Project Manager

Enclosures

cc: File

APPENDIX

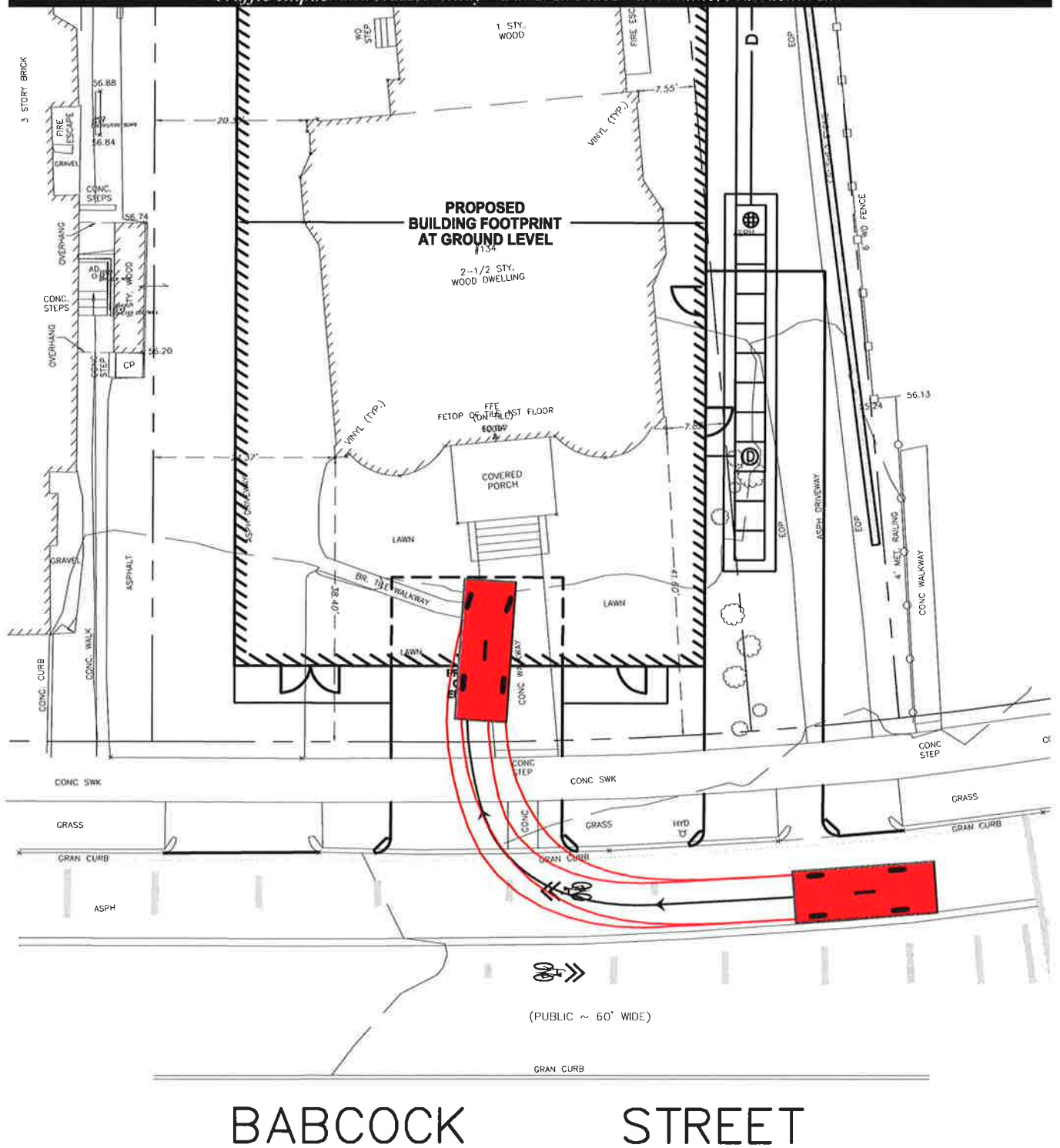
MOTOR VEHICLE CRASH DATA
VEHICLE TURNING DIAGRAMS

MOTOR VEHICLE CRASH DATA

Local Motor Vehicle Crash Data Summary

Date	Case No	Time	Major Street	Minor Street	Type	Weather	Lighting	Pavement	Severity
9/25/2010	2010-0004938(A)	1:00:00 AM	Harvard Street	Babcock Street	Rear End	Clear	Dark - Roadway Lit	Dry	Property Damage Only
1/1/2011	2011-0000012(A)	11:49:00 AM	Harvard Street	Babcock Street	Rear End	Clear	Daylight	Dry	Property Damage Only
4/28/2011	2011-0002320(A)	9:00:00 PM	Harvard Street	Babcock Street	Pedestrian	Clear	Dark - Roadway Lit	Dry	Personal Injury
11/18/2011	2011-0006390(A)	5:00:00 PM	Harvard Street	Babcock Street	Pedestrian	Clear	Dark - Roadway Lit	Dry	Personal Injury
1/28/2011	2011-0006544(A)	6:35:00 PM	Harvard Street	Babcock Street	Rear End	Clear	Dark - Roadway Lit	Dry	Personal Injury
12/15/2011	2011-0006884(A)	12:30:00 PM	Harvard Street	Babcock Street	Rear End	Clear	Daylight	Dry	Personal Injury
4/11/2012	2012-0001876(A)	9:10:00 AM	Harvard Street	Babcock Street	Single Vehicle Crash	Clear	Dusk	Dry	Property Damage Only
6/28/2012	2012-0003310(A)	7:30:00 PM	Harvard Street	Babcock Street	Pedestrian	Clear	Daylight	Dry	Personal Injury
12/17/2014	2014-0006255(A)	9:20:00 AM	Harvard Street	Babcock Street	Sideswipe	Rain	Daylight	Wet	Property Damage Only
8/12/2015	2015-0004166(A)	1:21:00 PM	Harvard Street	Babcock Street	Rear End	Clear	Daylight	Dry	Property Damage Only
9/8/2015	2015-0004662(A)	10:40:00 AM	Harvard Street	Babcock Street	Pedestrian	Clear	Daylight	Dry	No Injury
1/22/2016	2016-0000320(A)	2:07:00 PM	Harvard Street	Babcock Street	Rear End	Clear	Daylight	Dry	Property Damage Only
7/25/2016	2016-0003338(A)	11:05:00 AM	Harvard Street	Babcock Street	Cyclist	Clear	Daylight	Dry	Property Damage Only
11/9/2016	2016-0005135(A)	8:24:00 PM	Harvard Street	Babcock Street	Rear End	Clear	Dark - Roadway Lit	Dry	Property Damage Only
12/13/2016	2016-0005725-A	10:13:00 AM	Harvard Street	Babcock Street	Pedestrian	Clear	Dusk	Dry	Personal Injury

VEHICLE TURNING DIAGRAMS

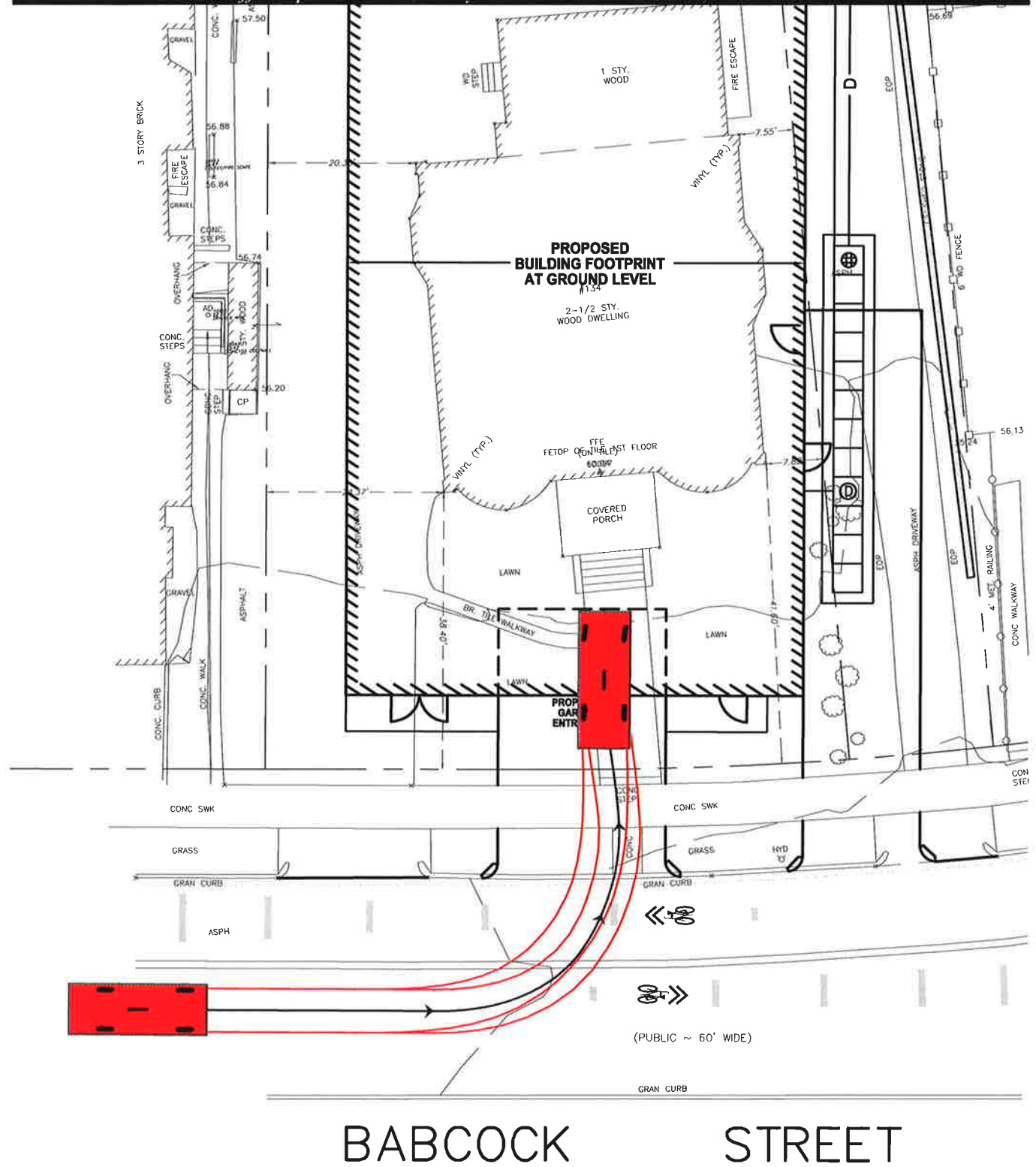


Source: CUBE 3 Studio, LLC
 0 50 100 Scale in Feet



Figure 1

Passenger Vehicle Entering Site From the North



(PUBLIC ~ 60' WIDE)

Source: CUBE 3 Studio, LLC
 0 50 100 Scale in Feet

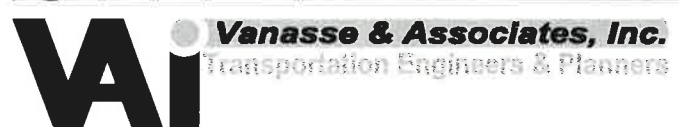
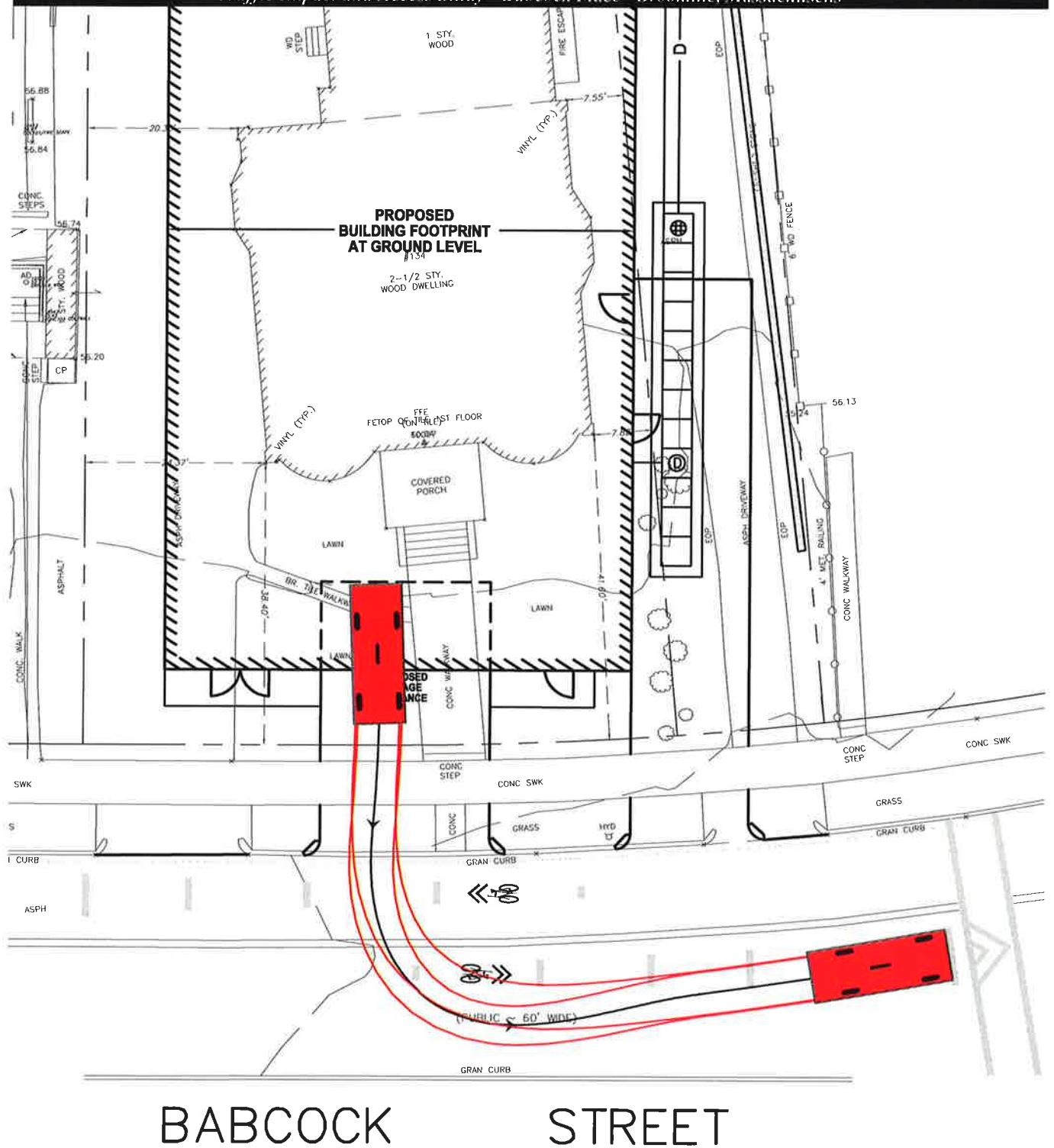


Figure 2
Passenger Vehicle Entering Site From the South

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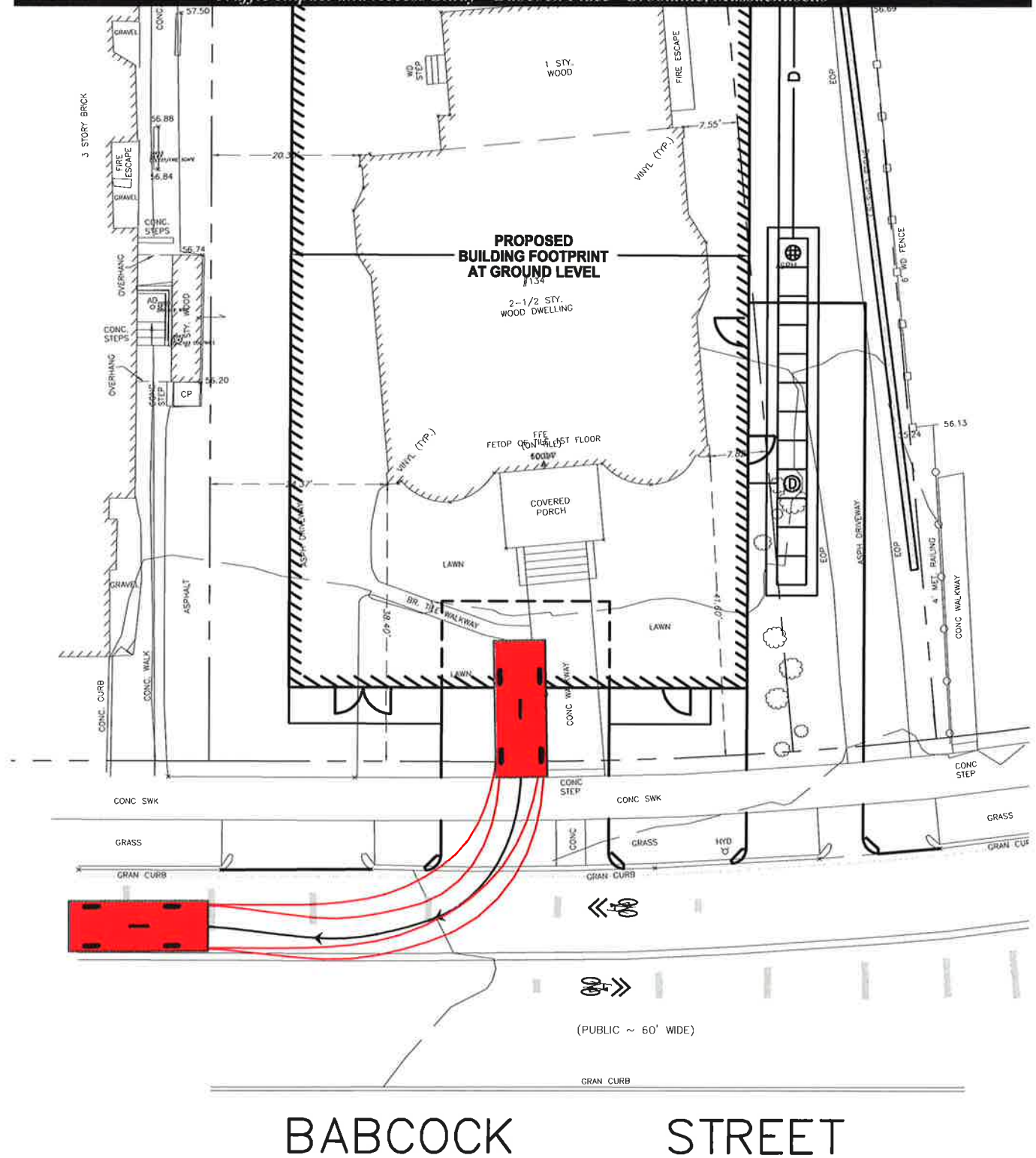
BABCOCK STREET

Source: CUBE 3 Studio, LLC
0 50 100 Scale in Feet

VAI Vanasse & Associates, Inc.
Transportation Engineers & Planners

Figure 3

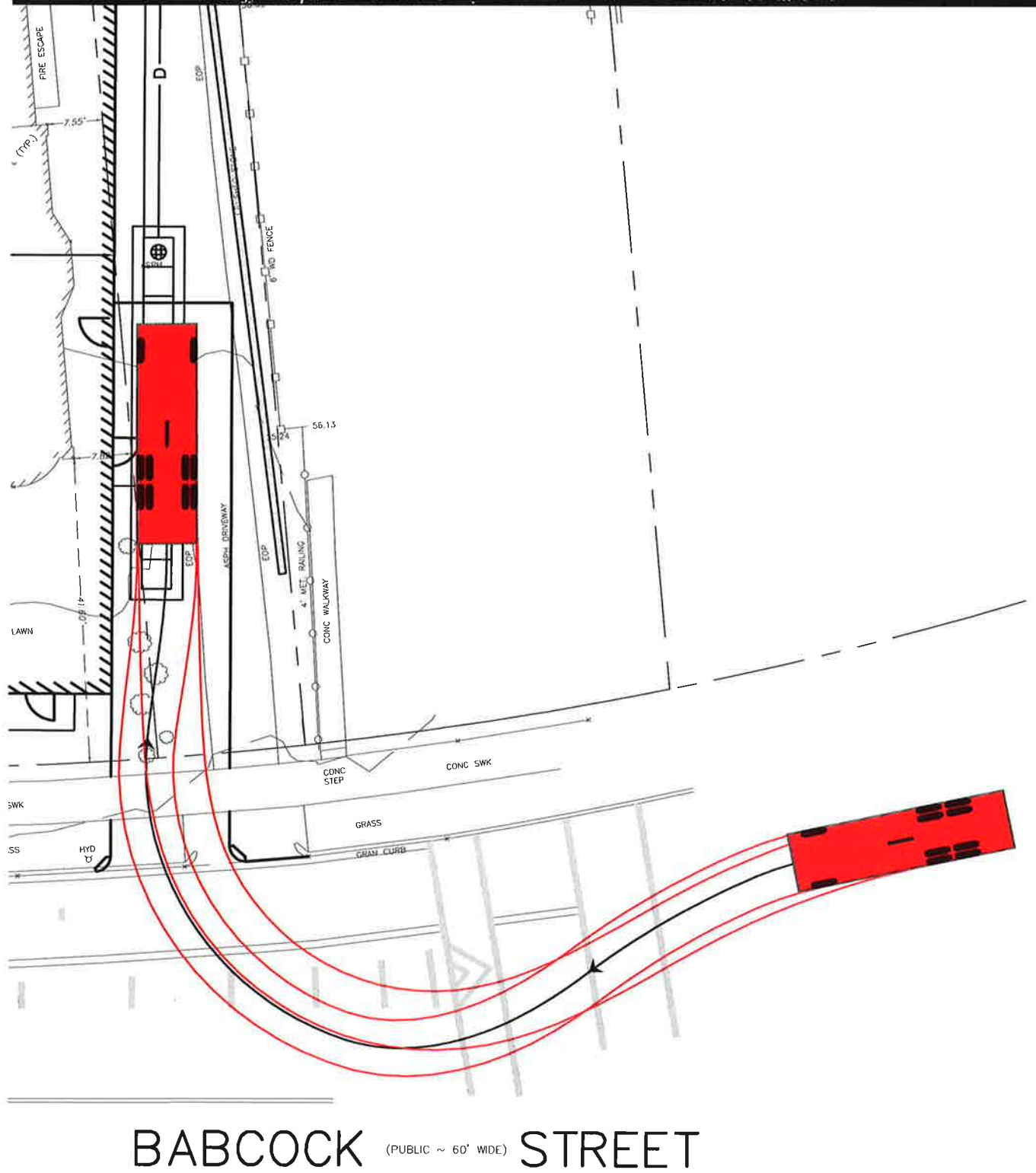
Passenger Vehicle Exiting Site To the North



Source: CUBE 3 Studio, LLC
 0 50 100 Scale in Feet



Figure 4
Passenger Vehicle Exiting Site To the South



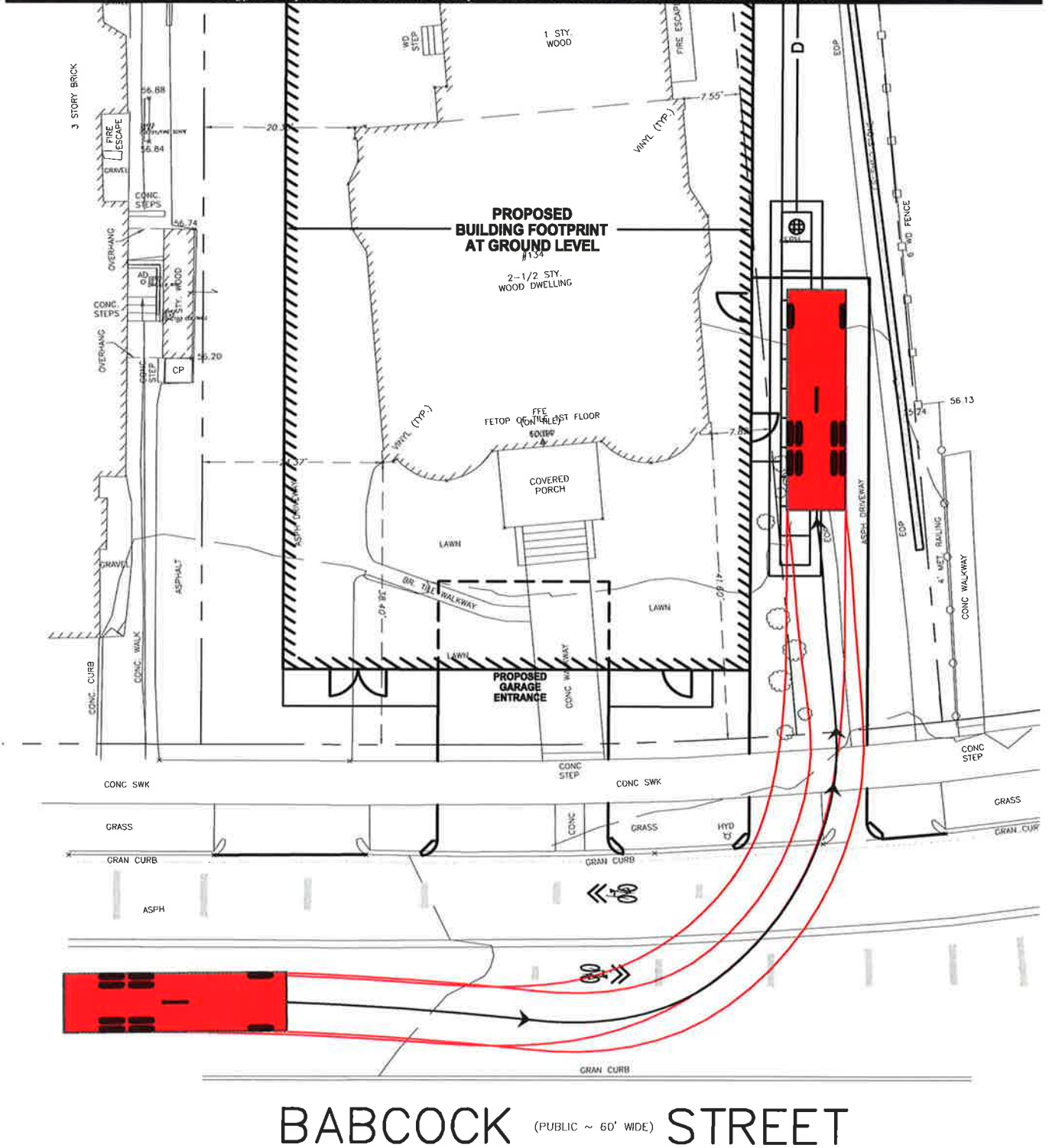
BABCOCK (PUBLIC ~ 60' WIDE) STREET

Source: CUBE 3 Studio, LLC
0 50 100 Scale in Feet



Figure 5

Garbage Truck Entering Site From the North



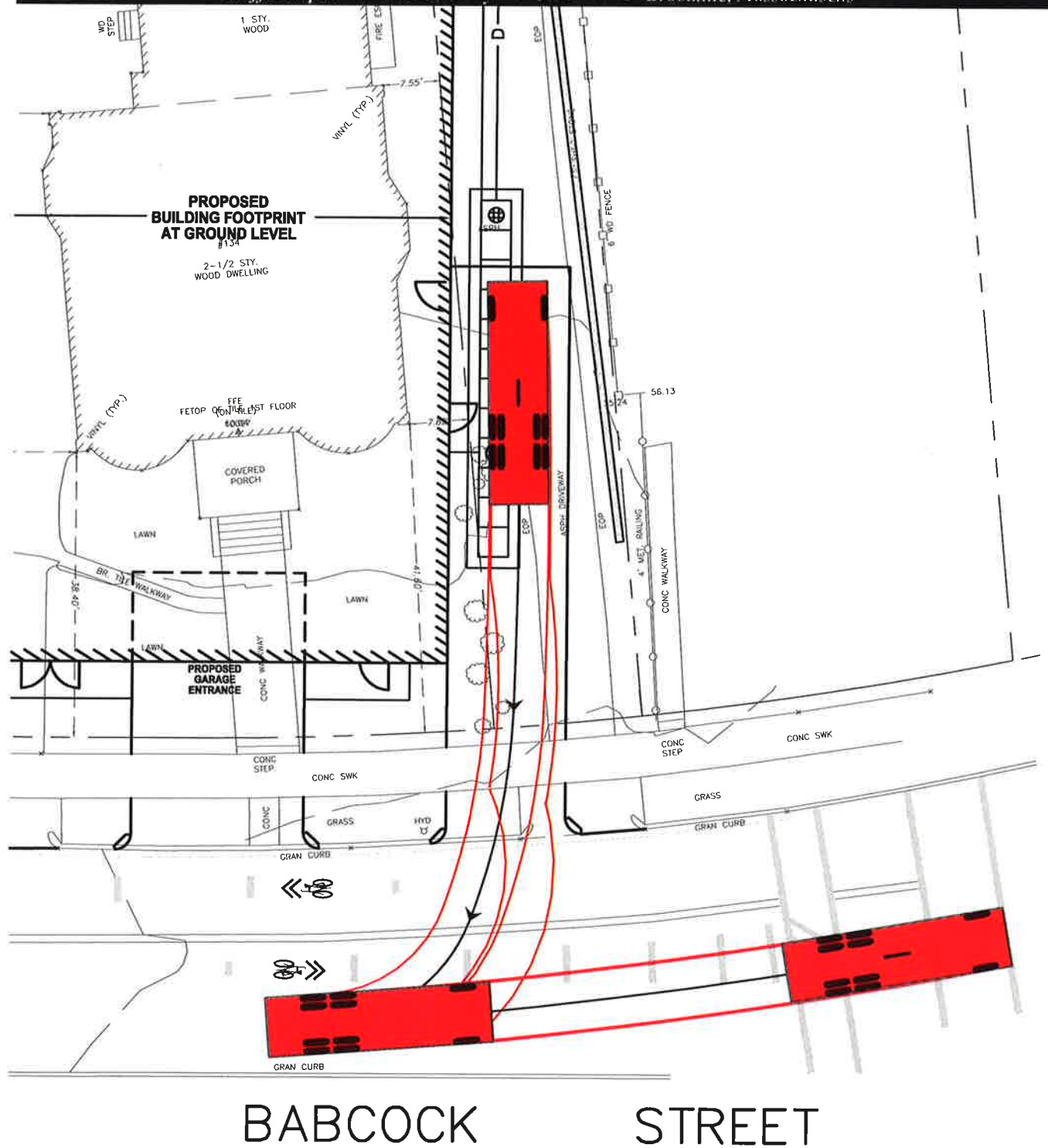
BABCOCK (PUBLIC ~ 60' WIDE) STREET

Source: CUBE 3 Studio, LLC
 0 50 100 Scale in Feet



Figure 6
Garbage Truck Entering Site From the South

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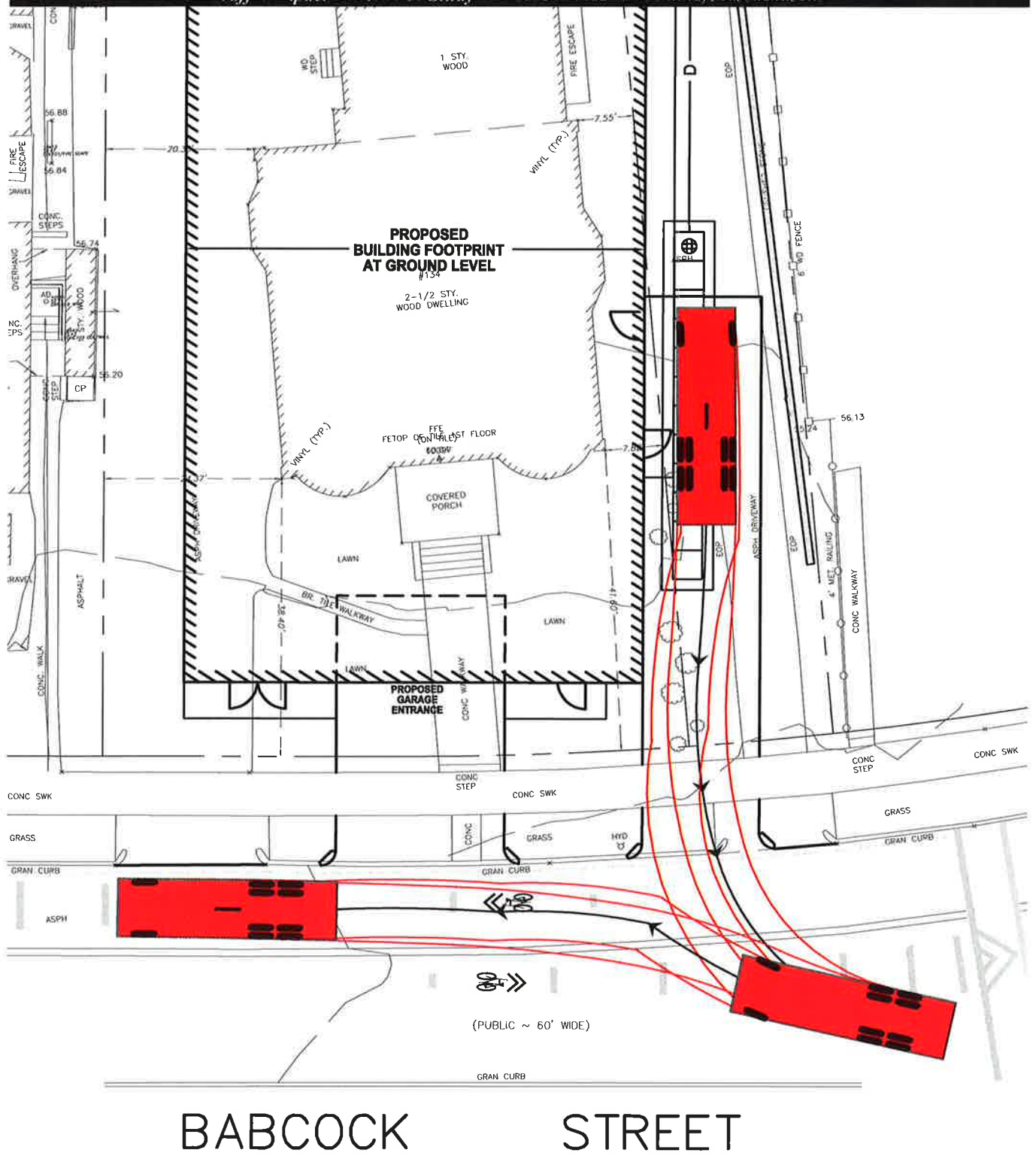
Source: CUBE 3 Studio, LLC
 0 50 100 Scale in Feet



Figure 7

Garbage Truck Exiting Site To the North

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Source: CUBE 3 Studio, LLC
0 50 100 Scale in Feet



Figure 8

Garbage Truck Exiting Site To the South